

He would probably not have

**FOZZLED THAT DRIVE**

If he had been wearing his glasses.

Before you play your next game have your cracked or broken glasses promptly repaired by

**LAZARUS**

12, QUEEN'S ROAD CENTRAL.

The only European Optician in the Colony.

# The Hongkong Telegraph.

FOUNDED 1851 六拜禮 號四月十英曆 SATURDAY, NOVEMBER 3, 1922. 日六十月九

**THE DRAGON MOTOR CAR CO., LTD.**

5-passenger Dodge & Essex Touring Cars:  
Running Time, — — \$5.00 per hour.  
Waiting Time, — — \$1.25 per hour.

5-passenger Essex Sedan (closed) Cars:  
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Waiting Time, — — \$1.50 per hour.

7-passenger Chandler & Hudson Touring:  
Running Time, — — \$7.00 per hour.  
Waiting Time, — — \$1.75 per hour.

Telephone:  
Central 432 or 3552—24, Des Voeux Road.  
Kowloon 226 — 26, Nathan Road.

**THE DRAGON MOTOR CAR CO., LTD.**

## TURKS DIFFER AMONG THEMSELVES.

### Angora Assembly Dethrones Sultan.

### FRANCE CHANGES HER ATTITUDE.

(Reuter's Service.)

Constantinople, November 2.

The Angora Government announces that it considers null and void all Treaties and Conventions concluded since March 16, 1920, by the Constantinople Administration.

The National Assembly further decided the new Khalif should be elected after selection by an Ecclesiastical Commission, the Assembly thus abolishing the law of succession of the senior male member of the Imperial family. An important Council of Ministers and Dignitaries is meeting in the Palace this morning under the presidency of the Sultan, to consider the situation arising from the decisions of the Assembly.

### An Interesting Summary.

London, November 2.

The latest revolutionary change decreed by the Angora Assembly, is regarded as a striking comment on the pro-Kemalist agitation in India and elsewhere, which is ostensibly based on a desire to restore full sovereignty to the Sultan as the Caliph, whereas the law just passed apparently amounts not only to the dethronement of Mohammed the Sixth, but the deprivation from his not yet appointed successor of all except religious powers as Caliph and the perpetual retention of the Government in the hands of the National Assembly. There are indications that some of the more conservative elements in the Assembly offered strong opposition in the course of a stormy debate, but the views of Kemal and other powerful leaders evidently carried the day. The news accentuates the increasing interest being focused on Near Eastern affairs, on the eve of the Lausanne Conference.

The Constantinople and Angora Governments have not yet come to an agreement on the question of the former being represented at Lausanne, to which Angora vigorously objects. The Allies are inclined to leave the Turks to settle the point themselves.

Meanwhile, there has been a striking change in the attitude of France, which is urging Britain to join in strong representations to Angora, relative to the alleged surreptitious enrolment of a large force in East Thrace, presumably on pretext of policing purposes in violation of the Mudania Agreement, the terms of which the Allies are determined to see observed. The British High Commissioner has been instructed to investigate the matter. The French are also uneasy regarding the repercussion on French interests of the general anti-foreign policy which the Kemalists are pursuing and the far-reaching demands which the Kemalists are credited with the intention of presenting at Lausanne, where it is hoped that the Anglo-French will be enabled to take a common line of action as the result of negotiations now proceeding in Paris and London.

## THE BANQUE INDUSTRIELLE.

### Suggestion of State Sharing the Profits.

Paris, November 3.

Under the presidency of M. Adrien Darracq, the Finance Commission of the Chamber has begun to examine the Bill approving the Franco-Chinese agreement with regard to the reconstitution of the Bank Industrielle.

On the suggestion of M. Leon Blum, the Commission charged the Reporter, M. Bokanowski, to ask the Government to make certain modifications in the contract for the purpose of obtaining eventual participation by the State in the profits of the Banque Industrielle, owing to the sacrifices which the State will have made in effecting the reconstitution of the Bank.

## ITALIAN AFFAIRS

### Paris Ambassador's Reply.

Rome, November 3.

Replying to Signor Mussolini, Signor Sforza says his decision to resign is solely due to his anxiety to remove difficulties in the path of the new Government and is irrevocable, but he is ready to remain in the Paris pending the arrival of his successor and to represent Italy at the Lausanne Conference. Signor Mussolini has requested Signor Sforza to come to Rome immediately. A Paris message says Signor Sforza is leaving for Rome this evening.

## PORTUGUESE POLITICS.

### Ministry to be Reconstructed.

Lisbon, November 3.

Owing to opposition and criticism of certain executive Departments, the Cabinet has decided to resign and reconstruct the Ministry. The country is quiet.

## CHILEAN LOAN FROM AMERICA.

Santiago de Chile, November 3.

It is announced that the Government has accepted the terms of the National City Bank of New York for an \$18,000,000 seven per cent. twenty-year loan, to be issued at 91½.

## EARLIER TELEGRAMS.

### THE ANGORA ASSEMBLY.

Constantinople, Nov. 3.

The Angora National Assembly has unanimously voted a Law, saying that since March 16, 1920, and for all time the government of the nation rests in the hands of the National Assembly and no other form of government will be recognised. The people will recognise no personal authority like that of Constantinople.

The Caliphate will remain with the House of Othman, but the Assembly will select a Prince, whose character, attainments and morals are worthy of the position. The Law adds that the Turkish Government will be the chief bulwark of the Caliphate.

The news of the adoption was greeted by a salute of 101 guns. There were also celebrations in the streets. The date of the passing of the Law, November 1, will be kept as a National Holiday.

## THE HOME ELECTION.

### How the Candidates Stand.

### RELATIONS OF CONSERVATIVES AND NATIONAL LIBERALS.

(Reuter's Service.)

London, November 2.

There are now 1,370 candidates for the General Election, comprising 463 Conservatives, 170 National Liberals, 415 Labour, and 320 Independent Liberals. About seventy candidates are unopposed. The returns are expected to-morrow. Nomination Day, when, according to the evening newspapers the number of National Liberal candidates will have appreciably increased, as the result of the eleventh-hour decision of Mr. Lloyd George to throw in his reserves in the battle. Meanwhile, Mr. Lloyd George, who is much better, speaks at the Stoll Picture House, London, to-morrow.

### The First New Members.

The first election to the new Parliament took place to-day, when Sir Henry Craik, and Sir George Berry (Conservatives), and Mr. D. M. Cowen (National Liberal) were returned unopposed to the three seats of the combined Scottish Universities.

### Little Sympathy for Labour.

Little sympathy with Labour is expressed in the editorials on the Municipal results, the Independent Liberal organs joining with the Conservatives in declaring that the debacle is the penalty of alarmist speeches and manifestoes. But all do not agree that the results can be regarded as foreshadowing the decision of the Parliamentary voters, which frequently in the past has conflicted with Municipal pollings. Nevertheless, the rout of the Socialists may affect the relations of the Conservatives and the National Liberals, whose headquarters are most gratified at the results. The National Liberals emphasise the moral of the success gained by a combination of the moderate parties, and question Mr. Lloyd George's contemplated reprisals against the Conservatives, which were reconsidered by the ex-Premier and his colleagues last evening. A decision was postponed.

## EARLIER TELEGRAMS.

### THE ADMIRALTY.

London, Nov. 3.

Rear-Admiral Sir Lionel Halsey has retired at his own request in order to facilitate the promotion of younger officers. Rear-Admiral Sir John Green succeeds him.

Vice-Admiral Sir Lionel Halsey, R.N., K.C.M.G., C.B., G.C.V.O., A.D.C., who was the Comptroller and Treasurer of the staff of His Royal Highness the Prince of Wales during the latter's world-wide tour, was made Third Sea Lord in 1917, though only 50 years of age. He joined H.M.S. Britannia at the age of 13 and was posted Lieutenant at 21. He served in the defence of Ladysmith, with the Naval Brigade in the South African war, and was mentioned in despatches, receiving the South African medal and clasp. For his services then he was specially promoted Commander, and in 1905 received his captaincy. In 1913 he commanded H.M.S. New Zealand, the present of the Dominion to the British Government, on her Empire cruise, receiving the C.M.G. He was still commanding that ship when war broke out, and he fought her through the action in Heligoland Bight and at Dogger Bank in 1915. He subsequently went to the Iron Duke as Commodore, 1st class, and Captain of the Fleet, commanding her at Jutland. He received a C.B. in 1916, and in the following year was made Rear-Admiral and Third Sea Lord. He received his knighthood in 1918 and the G.C.V.O. in 1920 as a reward for his conduct of the Prince's tour.

Rear-Admiral John F. E. Green, C.B., who served in the Great War from 1914-1917, including the Jutland Battle, for which he received his decoration, was promoted to his present rank in 1917.

## ARCTIC EXPLORER MARRIED.

London, Nov. 3.

Commander, Frank Wild, who has taken part in various expeditions to the Arctic, and was second-in-command on the Quest Expedition, was married to-day to Mrs. Altman, widow of a Borneo planter. Commander Wild met his present wife at Vladivostok, while he was serving in the Royal Navy during the war.

## THE FAR EASTERN REPUBLIC.

Riga, Nov. 3.

The Council of Soviet Commissars has unanimously adopted Mr. Trotsky's proposal that the Far Eastern Republic should be brought more directly under the sway of Moscow.

A Mission will be shortly sent from Moscow to organise the transformation of the Far Eastern Government.

## THE BRITISH NAVY.

London, Nov. 3.

The Admiralty is provisionally inviting tenders for two battleships, which were sanctioned in the last Naval Estimates, but suspended pending consideration of the recommendations of Mr. Churchill's committee regarding reduction of expenditure on the forces.

## FAR EASTERN LABOUR.

London, Nov. 3.

The Labour Conference has adopted a resolution moved by the Indian workers' delegate Mr. Joshi, requesting the Labour Office to undertake an enquiry into the conditions of the workers in Far Eastern countries, in co-operation with the Governments concerned.

## A WIRELESS EXHIBITION.

Geneva, Nov. 2.

A committee has been formed to organise an International Exhibition of Wireless Telegraphy and Telephony at Geneva in April next year.

## MOTOR ACCIDENT.

### On Castle Peak Road.

### SEVERAL INJURED.

Several people were injured, one of them seriously, in a motor accident occurring on the Castle Peak road yesterday evening. Car No. 626, from a garage in Waterloo Street, was proceeding on a straight stretch of the road on the other side of Chun Lung Tau when one of the rear tyres burst. The car dashed into a shallow ditch by the side of the road and overturned, pinning the occupants underneath. Besides the Indian driver, who was injured in the back, there were seven other persons in the car comprising the family of a Chinese gentleman who is the proprietor of the Chan Yuen Restaurant at Yaumatei.

The victims were with some difficulty extricated, when it was discovered that a woman of the party was also seriously injured, several of her ribs being broken. Three others were more or less seriously injured, but the children of the party, beyond sustaining a severe shake-up, were none the worse for their experience. A car belonging to the contractor Mr. Lam Woo took back some of the victims.

The police, who received the report at 6.30, went out with a car and took the remainder of the party in. Several were removed to hospital.

## INTERPORT TENNIS.

### The Shanghai Team.

(Our Own Correspondent.)

Shanghai, Nov. 4.

Messrs. Elmore, Wade and Carravero have been selected as Shanghai interport tennis players. They are sailing on the 15th. Mr. Elmore is captain. Mr. Wade was runner-up in the singles here and a partner in the doubles championship. Mr. Carravero was runner-up in the doubles championship.

## BRITISH MINISTER TO PEKING.

### Received by the King.

London, Nov. 3.—His Majesty received Sir Ronald Macleay, who kissed his hands on his appointment as Minister to Peking.

## RUSSIAN REFUGEES.

Selling Children to Chinese.

Tokyo, November 3.—According to official reports thousands of Russian refugees are at Hung-chung under deplorable conditions. The supplies of the district are exhausted and some of the refugees are reported to be selling their children to the Chinese.

## THE FUKIEN CRISIS.

### Military Campaign Against Kwangtung.

Peking, Nov. 3.—The Foochow Military Government is reported to have detailed General Hsu Sung-chih's Army for a campaign against Kwangtung, while troops are also being despatched to Chuanchow to out off Wang Hsien-chen at Yungan-hsien from Kao Chuan-chung at Amoy.

## THE DEFENCE CORPS.

### Two New Appointments.

His Excellency the Officer Administering the Government has made the following appointments in the Hongkong Volunteer Defence Corps—

Second Lieutenant Robert Melville Smith, M.B.E., to be Lieutenant in the Engineer Company, with effect from the 7th July, 1922.

Sergeant Samuel Johnson Jordan, M.C., to be Second Lieutenant Infantry Company, with effect from the 31st October, 1922.

## THE "TUNGSHING" DISASTER.

### Captain Arrives in Hongkong.

### A THRILLING STORY.

The Captain of the s.s. Tungshing, which was lost in heavy seas off Hainan on October 22nd, and regarding whom there was a fear that he, with 14 members of the crew, had perished, arrived safely in Hongkong this morning, a passenger on the s.s. Haimun. It will be remembered that when the s.s. Nairung came into port about a week ago she brought with her three boat-loads of the crew of the Tungshing, and reported that a fourth boat-load, including the Captain, was missing. The Tungshing herself had foundered in heavy seas, and great anxiety was felt for the safety of Capt. J. Ferrar and the others who were with him.

Captain Ferrar, who was seen this morning by a Telegraph representative, had a thrilling story to tell. He reported that his vessel, of 785 tons net, left Touraine on October 20th, with a cargo of 300 tons, one bag of mail and five passengers. He was due to call at Hoikow on his way back to Hongkong. The weather was fine and clear, with a slight swell. He made for Hainan Island, but on October 21st the weather got heavier, the barometer was falling and the ship began to labour hard. He ordered the engines to go full speed, but as the boat was tossing so, they had to run the engines slow. At 9.30 a.m. on the 22nd, he dropped anchor off Hainan Island in 30 fathoms, there being a big sea and the weather not improving. The vessel was making water and he ordered all hands to the pumps. The pumps became blocked and he set the men on to clear them. The vessel was listing and he ordered some of the cargo to be removed and some of it to be thrown overboard. Some time later the Chief Engineer reported a very heavy leakage, and, in spite of all hands being put on the pumps and having to resort to the use of buckets, the water gained steadily until all the auxiliary engines were put out of action. The fires were put out shortly afterwards. At 11.30 a.m. matters were so critical that he ordered all hands on deck and allotted them their boats and station. They then went back to their work of bailing. The weather continued very thick and by 5 a.m. on the 22nd, there were six feet of water in the ship, which had taken a heavy starboard list. By daylight, the ship was labouring and he noticed that the foremast, funnel and mainmast were out of alignment, which told him that the ship was breaking up. He later ordered everyone on deck again and prepared to take their departure.

At noon on the 22nd, the captain, with the passengers and crew, left the ship in four boats, all being successfully launched and got away. He took with him the ship's papers and the bag of mail. When they left the boat, the poop deck was submerged and water was breaking over the poop boat deck. There were forty-two members of the crew and passengers. As his boat was short of provisions, he made for Hainan Island and the next day they succeeded in making a village, where they rested at a villager's house. They had lost the other three boats and did not know what had become of them. He, with his men, later went to the village of Pau Ping, where a salt merchant put them up. On October 25th, when the weather had moderated, he went out in a boat to where he had left the Tungshing, but could find no trace of the vessel. On the following day the fishing people reported that they had seen cargo floating. On the 27th, he left in a junk for Hoikow and reached there on the 1st. They were brought back to Hongkong by the Haimun, which reached Hongkong this morning. Captain Ferrar, who still



The Sultan of Turkey, whom the Angora Assembly wish to dethrone.

## TRY NEXT WEEK.

Football Competition No. 3 commences next week. A new coupon covering matches to be played on November 17th, will be found in Monday's "Telegraph."

Make a point of taking part in this contest. Somebody will get the \$50. Why not you?

## ARMISTICE DAY.

### The Two Minutes' Silence.

It is notified in the Gazette that His Majesty the King has expressed his wish that on Armistice Day, 11th November, there should be complete suspension of normal business during two minutes' silence commencing at 11 a.m.

His Excellency the Officer Administering the Government trusts that on a signal being given by the firing of a gun on Murray Parade Ground at 11 o'clock all normal business will be suspended in the Colony and two minutes' silence observed by the community.

His Excellency has also been pleased to give instructions that the special services to be held in places of public worship in the Colony on Armistice Day are occasions on which those entitled to do so are invited to wear uniform or medals and decorations in plain clothes.

His Excellency has appointed Friday, November 10th, to be observed as a General Holiday in addition to Armistice Day.

## News in To-day's New Advertisements.

"Tilly of Bloomsbury" is being played by the Bandman Company To-night—Page 4.

Mustard & Company draw attention to Vault Doors—Page 9.

The Coronet Theatre is again screening "Passion's Playground" to-day—Page 7.

A class in Baxpipe Tuition is being formed—Page 4.

## LISTEN!

A merchant's advertising governs what goes into his banking account.

Consignees are advised of the arrival of the S.S. Van Cloon—Page 4.

"The Poor Simp" is the feature at the World Theatre to-morrow—Page 4.

To-day and To-morrow the Star Theatre is showing "Scarlet Days"—Page 4.

## To-Day's Exchange.

The closing rate of the dollar on demand to-day was 2s. 5.7/10d.

## Lighting Up-Time.

Lighting-up time to-day, 5.45 p.m.

showed signs of his trying experience, said it was a very lucky thing for the other three boats that they met the Nairung, as they might easily have gone far out to sea. They should have made for land, in his opinion.



## NOTICE.



GERM  
PROOF  
Rapid In-  
action.  
Easy to  
clean.

THE FAR EAST BUILDING CO.  
Nos. 42, and 44, Des Voeux Road,  
Central  
Tel. N. 4, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

## J. B. LAL.

THE ABLE INDIAN DISTILLERS FROM  
SINGAPORE.

There is only one person who is able to distill  
the purest and most delicious spirits from  
the finest Indian distillers. The distillation  
process is carried out in the most modern  
and complete distillery in the East. The  
distillers are able to distill all kinds of  
spirits, including the most famous Indian  
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CRAIGENGOWER  
AFFAIRS.

Lively Club Meeting.

UNPAID CHITS CAUSE  
TROUBLE.

The annual meeting of the  
Craigengower Cricket Club was  
held last evening.

In the unavoidable absence of  
the President, Mr. R. Bass, (the  
Hon. Secretary) was unanimously  
chosen Chairman. His task of  
conducting the meeting was not  
an easy one. Frequently two or  
three members were on their feet  
at one time, many heated passages  
and irrelevant observations were  
forthcoming and one enthusiastic  
gentleman in the front row made  
it his sole business to second  
almost every resolution made.

However, the Chairman got  
through the business expeditiously  
and, as we say when discussing  
film stories, "all ended happily."

The Late Mr. R. E. Bellios,  
Proposing the adoption of the  
report and balance sheet, the  
Chairman expressed gratification  
at the large attendance which  
showed, he said, the interest  
members took in the Club. After  
apologising for the unavoidable  
delay in the issue of the report,  
the Chairman went on to refer to  
the irreparable loss the Club had  
sustained by the death of the late  
Mr. R. E. Bellios. Mr. Bellios, he  
said, had been a very willing and  
generous worker for the Club and  
always gave a helping hand when  
it was needed. It was a matter of  
regret that Mr. Bellios had not  
lived to see the completion of the  
Club extensions, which it was pro-  
posed to carry out very shortly.

As members would see from the  
report, Mr. Bellios had, with  
Messrs. Medy and Bradbury,  
undertaken to pay the cost of  
these improvements, and it was  
proposed to call the new hall "the  
Bellios Hall" (Applause).

As a tribute of respect to the  
memory of the late Mr. Bellios,  
the meeting, at the invitation of  
the Chairman, stood in silence for  
a short while.

Outstanding Chits.

Recommending the Chairman and  
that in regard to cricket and  
tennis the year's result was poor,  
but that could not be helped as  
they had only a small number of  
playing members. In regard to  
membership, according to the list,  
they had now 205 members; during  
the past year they had the  
record number of 81 new members.

Naturally they had to strike off  
many who had not paid their  
subscriptions for some time.

Dealing with the question of  
finance, the Chairman said this  
was a very knotty point which  
many of the members were dis-  
cussing. The profit of \$385.49,  
shown by the Working Account,  
was very small, but it had to be  
remembered that they had to re-  
dem 64 \$10 debentures, pay \$100  
interest and buy \$500 worth of  
crochery and glassware. Taking  
these factors into consideration,  
he thought the accounts were  
quite satisfactory. He knew there  
had been some dispute about  
outstanding chits, which amount-  
ed to about \$5,000, but he could  
inform them that up to that day  
they had collected \$1,800. It  
seemed a large sum, but they had  
to consider that they had, on the  
average, about 100 members who  
came there during the month and  
stayed chits. Each member signed  
on an average \$10, and it was  
very difficult to collect all the  
money at the same time.

Uncalled For Criticism.

The Committee had under con-  
sideration, the Chairman con-  
tinued, the appointment of a local  
firm to act as auditors and to run  
the affairs of the Club, but their

charges were so high that the  
matter had had to be left in  
abeyance. The duty of the Treas-  
urer and the Secretary had be-  
come very arduous. They had to  
deal with members in all walks  
of life and it was impossible to  
please everybody. Whatever they  
had done had been for the in-  
terests of the Club. (Hear, hear).

He had heard remarks about how  
the affairs were run by the Com-  
mittee and the Secretary and  
Treasurer. These were quite un-  
called for. The Committee had  
only done their duty, and dissatis-  
fied persons should remember  
that they were not being paid a  
cent for their work. If they had  
a grievance they should put it  
before the Committee and it would  
be attended to.

Regarding the election, the  
Chairman was sorry to say that  
there had been a division of  
opinion amongst the members of  
the Club. He knew of some  
members who had taken the  
trouble to call a meeting and to  
pass around a circular to certain  
members urging them to vote for  
certain persons. The Committee  
held no brief for anybody and had  
no intention of favouring one or  
the other. At the conclusion of  
his speech the Chairman intimat-  
ed that he would be glad to  
answer any questions.

Question Time.  
After a lively discussion on a  
question of procedure, at the con-  
clusion of which the adoption of  
the report and accounts was un-  
animously agreed to, Mr. C. A.  
Grimes said he had a number of  
questions which he would like to  
put. "I am afraid they are  
rather unpleasant, but it cannot  
be helped," he remarked. "The  
first is, are any stock books kept  
to check the bar consumption, and  
if not, why not?"

The Chairman: We had a stock  
book, but we found it impossible  
to keep stock owing to the diffi-  
culty of getting someone to check  
the drinks. We have adopted a  
system whereby when the drinks  
come in they are stocked and  
served out to the bar for con-  
sumption.

Mr. Grimes: Arising out of  
that I should like to say that  
stock books are not difficult to  
keep. I have kept the stock books  
of a bar in Hongkong for years—  
as a matter of fact for about six  
years—and I can say there is very  
little difficulty in keeping them  
and checking them up at a given  
time—say, twice a week. My  
next question is: Is the list of  
defaulting members at present  
posted in the Club a complete  
list of defaulting members since  
or subsequent to the 31st August,  
1922?

The Chairman: The list posted  
is not a complete list. We have  
others who have not paid, but  
some are away and others have  
promised to pay or are making  
efforts to do so. We did not think  
it desirable to post the full list.

Mr. Grimes: Mr. Chairman, I  
think that is undoubtedly out of  
order. I do not know who the  
members are who have not paid,  
but a rule is a rule and I think  
it should be adhered to.

The Chairman remarked that the  
Committee had to use discretion  
in a delicate matter of this kind.

Mr. H. H. Taylor: I take it  
that the members who have not  
paid are making an attempt to pay  
their accounts and that those who  
have been posted are the worst  
offenders. I think in most clubs  
it is left to the discretion of the  
Committee. If a member is really  
honest and makes an attempt to  
pay off his account, then I do not  
see why his name should be  
posted.

Defaulting Members.

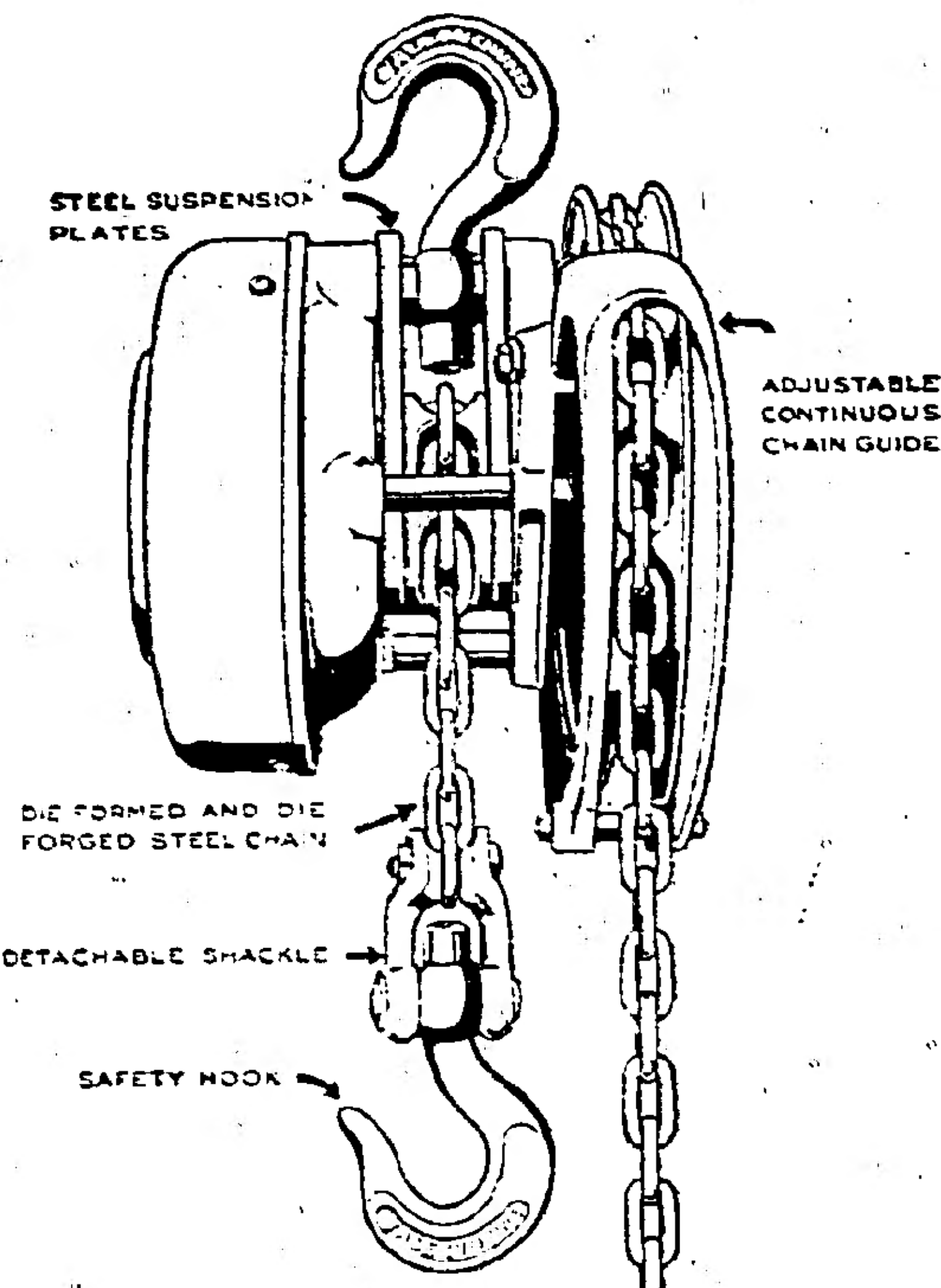
Mr. Grimes: My next question  
is, what are the names of the  
defaulting members subsequent  
to August, 1922?

The Chairman: To publish the  
names of all defaulting members  
would be very improper. If you

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would like to see the list, you can  
come to my office and I will show  
it to you.

Mr. Grimes: I should very  
much like to see them as a per-  
sonal matter, but I think they  
should be here for any member  
to look at.

The Chairman: Come to my  
office to-morrow any time you like.

Mr. Grimes: The next question  
is, has rule 19 been extended in 1922  
in favour of any member or mem-  
bers, and if so, why?

The Chairman: Rule 19 refers to  
members extending payment to the  
following month. Our membership  
includes a number of persons who  
come here once a while, and then  
leave the Colony. We cannot post  
their names without giving them  
some intimation.

Mr. Grimes: My next question  
will be my last. Is a separate  
cash book for cash payments kept?

(Continued on Page 3.)

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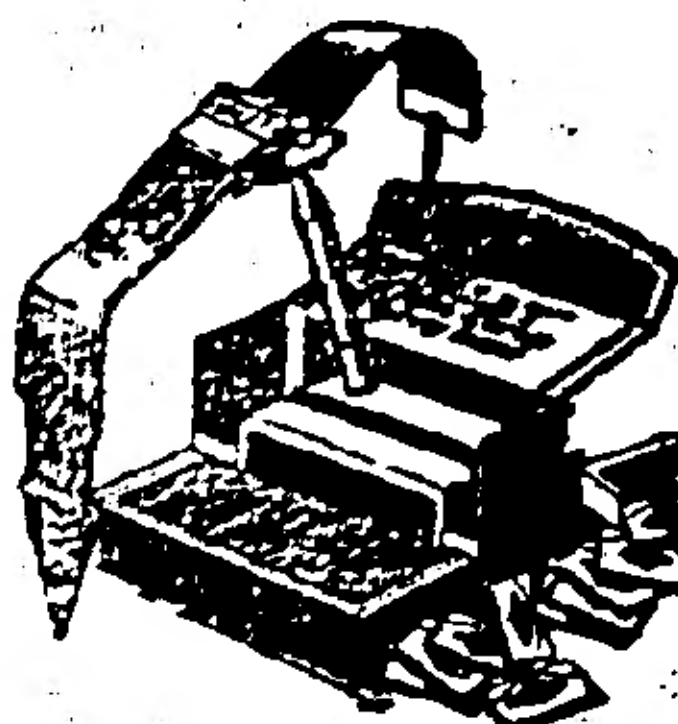


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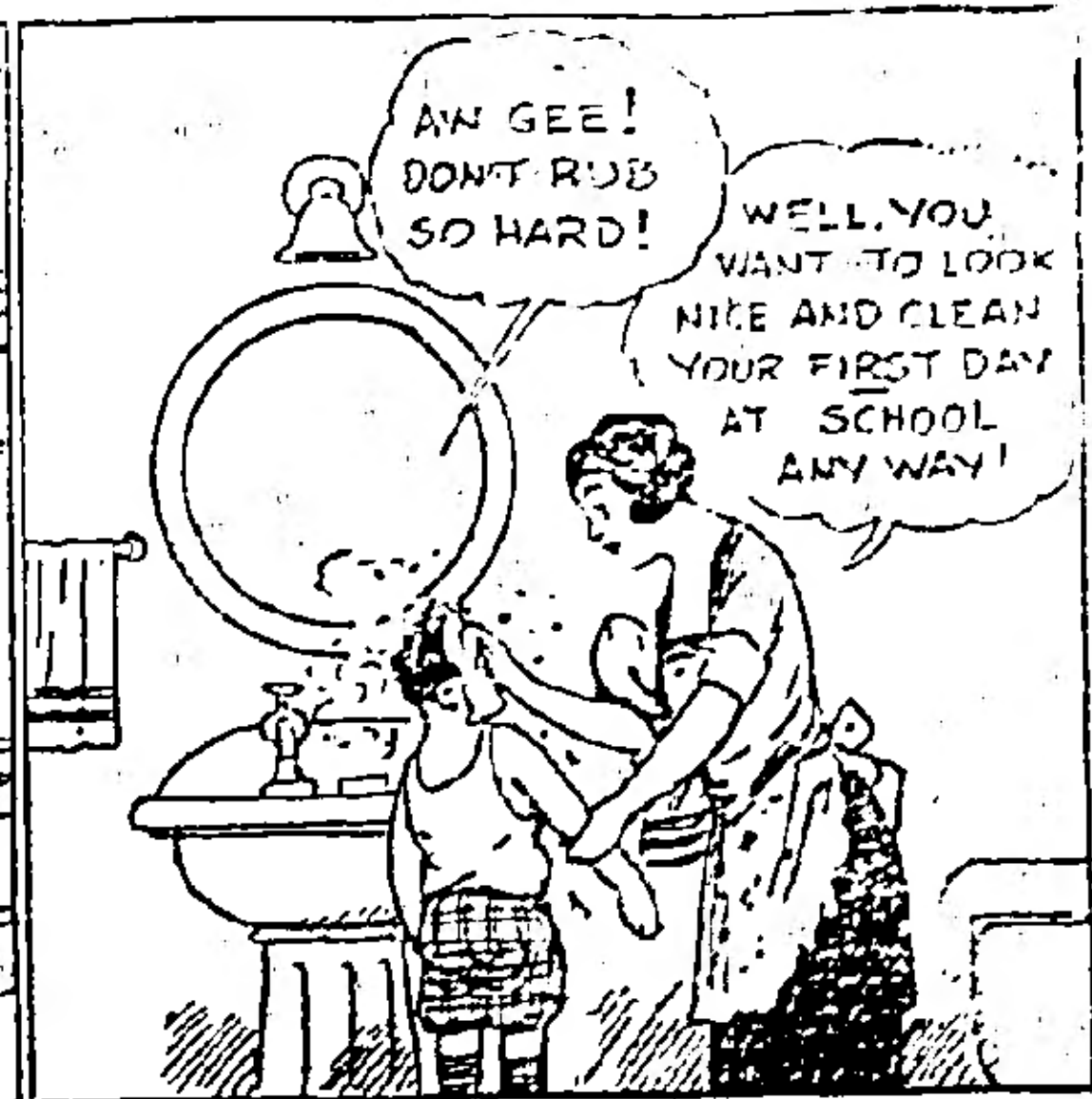
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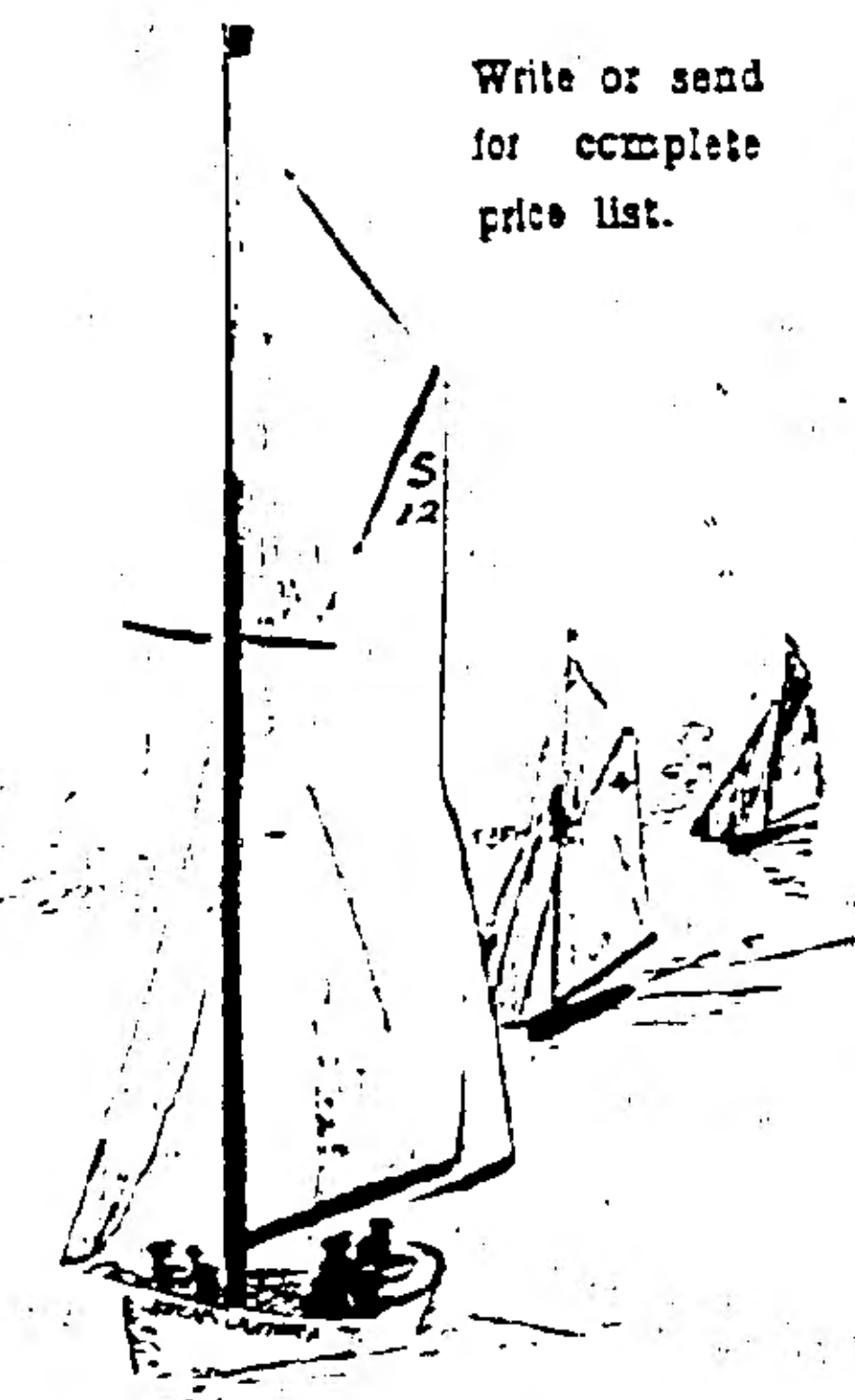
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CRAIGENGOWER  
AFFAIRS.

(Continued from Page 2)

in the Club for members generally,  
as the cash book in a member's  
name, and if the latter, why?The Chairman: A cash book was  
kept for some time and was abused  
by outsiders who came in and paid  
for drinks. We stopped that, and  
now allow one member, who does  
not sign clubs, to use a cash book.  
That cash book has been used by  
other members when playing cards.Mr. Grimes: I think that should  
be altered. I think a separate cash  
book should be kept for members  
generally and not for any parti-  
cular member. It would give more  
satisfaction to the majority of mem-  
bers.The Chairman: We will put the  
matter before the incoming Com-  
mittee if it is your wish.Mr. L. A. Rose: Have the mem-  
bers whose names have been posted  
resigned or not?The Chairman: None have re-  
signed.Mr. Rose: Why post these names  
up when other members who are  
not posted owe more money?The Chairman: That question  
has already been answered.Mr. Rose: I do not know  
whether it is answered or not.The Chairman: If you do not  
understand, I cannot help it.Mr. Rose referred to an item in  
the balance sheet shown as "General  
Charges, \$865.30." He wanted to  
know what particular items the  
amount related to.The Chairman: General charges  
comprise many items.Mr. Rose: Please let me know  
those items.The Chairman: If you like to  
come to my office, I will show them  
to you.Mr. Rose: I am not going to  
your office; please produce the items  
here.The Chairman: If you had  
given me notice beforehand, then  
I would have done so. The  
charges relate to providing chairs,  
and so on.Referring to the proposal to  
erect a new Club house, Mr.  
Rose wanted to know why a meet-  
ing of members had not been  
called to discuss the matter.Mr. Taylor: Mr. Chairman, I  
should—Mr. Rose: Wait a minute, I  
have not finished yet (Laughter).  
Sport and Sportsmen.Mr. Rose, in the course of some  
further remarks, referred to the  
Craigengower Cricket Club as the  
best sporting club in the Colony  
and was proceeding to discuss  
the tennis courts and bowling  
greens, whenMr. H. W. Chaney rose on a  
point of order. He thought they  
were wasting a considerable  
amount of time in useless argu-  
ment. (Hear, hear).Mr. Rose: I quite agree, and  
there you are.Mr. Taylor said that Mr. Rose  
had frequently referred to good  
fellowship and sportsmanship,  
but for his part he considered  
Mr. Rose a very poor sport. "Those  
members he has alluded to who  
have not paid their accounts have  
been proposed, and seconded bymembers of this Club and I think it  
is an insult to the proposers and  
seconders of some of these poor  
men who may be wandering  
through the South Seas or cruising  
off the Straits, to say what he has  
said about them." Mr. Taylor  
added that the members of the  
outgoing Committee had justified  
the confidence which had been  
placed in them; a remark which  
was received with loud applause.Mr. Rose: If you have finish-  
ed Mr. Taylor, I have not. Will  
you please sit down.Mr. Taylor: I have not quite  
finished.Mr. Taylor proceeded to refer  
to the social activities of the  
Club, and the success which  
had attended them, and con-  
cluded with the significant re-  
mark: "If there are members  
here who find that this place is not  
to their liking, there are other  
places to which they can go."Mr. Rose was about to make  
some further remarks, when the  
Chairman told him that they were  
not there to discuss personal mat-  
ters.Mr. P. A. Dixon, Mr. M.  
O'Brien, Mr. M. J. Wells and Mr.  
C. A. Grimes, having asked  
further questions which were satis-  
factorily answered, the meeting  
proceeded to the election of officers  
for the ensuing year.

## The Last Chapter.

The Chairman proposed that Mr.  
Mody, who was unable to stand  
for re-election as President, owing  
to his approaching departure from  
the Colony, should be made Patron  
of the Club—an honour that might  
be thought very well be bestowed  
upon him.Mr. J. C. Barrett seconded, and  
the motion was carried with ac-  
clamation.Officers for the ensuing year were  
elected as follows:—President.—Mr. C. H. Lyson.  
Vice-President.—Mr. Fred Ellis.  
Hon. Secretary.—Mr. L. B. Bann.  
Hon. Treasurer.—Mr. D. K.  
Kharas.Cricket Captain.—Mr. H. W.  
Bradbury.Committee.—Messrs. P. A.  
Dixon, A. E. Hall, F. H. Kew, W.  
Allen, J. C. Barrett, H. H. Taylor,  
C. Grimes, and S. A. Ismail.As a mark of appreciation of past  
services to the Club, the meeting  
conferred life memberships upon  
Dr. A. E. Asger, Messrs G. Hopp,  
D. K. Kharas and B. W. Brad-  
bury.The meeting concluded with  
thanks to the outgoing officials and  
Committee.

## WHEN A MAN'S FORTY,

if he has not previously worn  
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having his sight properly tested.If he has worn them, he should  
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accurately.

## A GIRL'S DEATH.

## Coroner's Enquiry.

The enquiry into the death of a  
small girl named Tsang Tsai was  
concluded at the Magistrate's  
court yesterday afternoon. Mr. R. E. Lind,  
J.P. (First Magistrate) sitting as  
Coroner.The jury was formed of Messrs.  
W. J. Armstrong, Foreman,  
Chun Hui and L. A. Gutierrez.The girl was knocked down on the  
new Laichikok Road on the after-  
noon of the 17th October, by motor  
bus 517 which was proceeding to  
Yau-matli from Shun-shupao, and  
died shortly after admission to the  
Kwong Wah Hospital. The evi-  
dence as to what actually happened  
was conflicting; the mother and  
another woman who were walking  
with the deceased when the latter  
was knocked down asserting that  
the girl did not attempt to cross  
the road before the collision.Another party, including the con-  
ductor of the bus, stated that the  
accident was caused by the girl  
dashing across the road with a  
woman in front of the bus and  
then turning back.After a short retirement, the  
jury returned a verdict of  
accidental death. They added  
a rider to the effect that  
the driver of the bus was  
remiss in that he did not pull up  
his car to avoid the woman and the  
girl, and suggested that com-  
pensation be paid to the bereaved  
mother by the Kowloon Motor Bus  
Company.The Coroner, (to Mr. R. E. A.  
Webster) You are appearing on be-  
half of the Kowloon Motor Bus  
Company. Is it usual in these  
cases to pay compensation?

Mr. Webster: I think so.

The Coroner: Are you prepared  
to do so?Mr. Webster: I have had no  
instructions yet. I will inform  
your Worship as soon as I have.The Coroner said he would con-  
vey the jury's recommendation to  
the Motor Bus Company.

## CHINA'S REQUEST.

China has sent to the Carshal-  
ton Urban Council a request for  
"all information regarding by-  
laws and working methods of the  
council." The request has been  
forwarded to the Urban Council  
Association, as other councils  
may have received similar letters.

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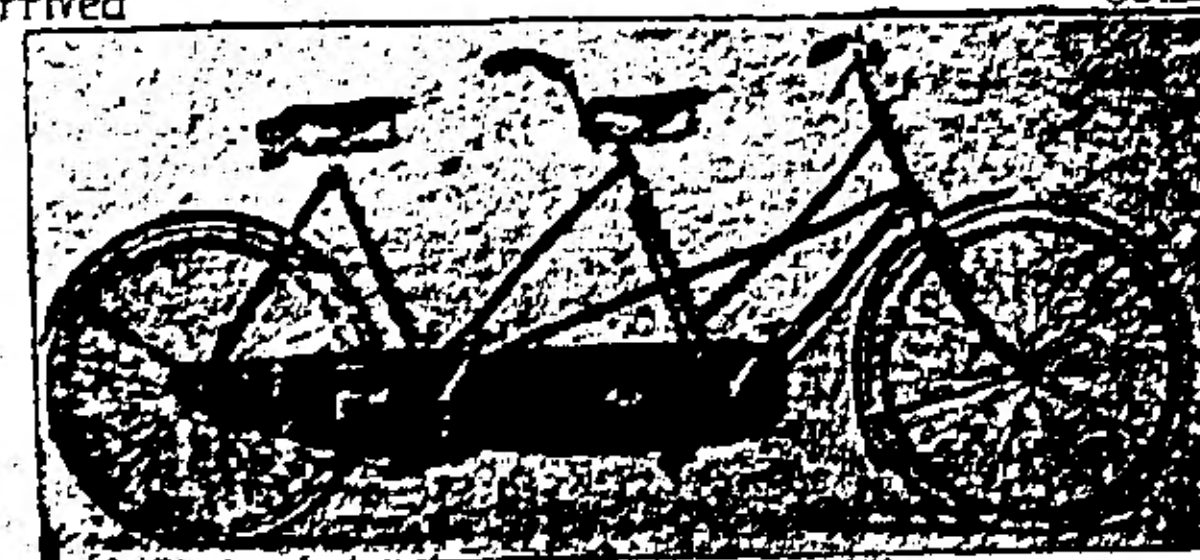
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OUTWARDS.

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 S.S. RINDA ... Loading at Hongkong 1st half November.  
 S.S. ATNA ... 2nd half December.

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The ships are taking cargo at Conference Rates for Ports in Italy, Spain, France, Germany and Scandinavia.  
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## THE CIVIL SERVICE.

Committee Recommends  
Sex Equality.

Women in the Civil Service "should be given a status and authority identical, in parallel classes, with that accorded to men," says the Home Government's Select Committee on Estimates.

This subject is dealt with in an appendix to the Committee's fifth report. The report also contains the previously issued criticism on short hours and long holidays in the service.

It should be the duty of Departments, "says the report," to see that women are regarded as available for employment on the same work as men, and within the several classes, and that women are given the widest opportunities of proving their administrative capacity.

WITHOUT EXAMINATION. It is recommended that in the case of women recruitment should be not by means of written examination, as in the case of men, but by selection by impartial and authoritative boards.

Although it is recommended that women should be given the widest opportunities to prove their administrative abilities, the inducement offered to them in the executive class is a maximum of £300 a year, while for men the salary recommended is £400.

On the subject of Civil Service hours of work, the report points out that the hours in London are from 10 to 5, with 3 1/2 of an hour for luncheon. Overtime is paid for anything over 42 hours a week.

LONGER HOURS SUGGESTED. This means that the hours of work are not more than 34 1/2 weekly, and holidays vary from three to eight weeks in the year, according to grades. The Committee comments as follows:—

Hours of attendance are too short and compare unfavourably with the hours of clerks in civil employment, where the average holiday does not appear to be more than three weeks.

If the hours of work were increased to a moderate extent it would be possible to reduce the staff and so reduce the cost of the Civil Service.

Average pre-war cost of a civil servant was £104 a year, against average to-day of £207. Overtime payment should be restricted, if not abolished.

Cost of the Inland Revenue Department has risen from £74,633 in 1914-15 to £163,146 in 1922-23, while the number of persons employed has risen from 4,216 to 12,735.

The Committee consider that the work of the Department is done efficiently, but that reductions in salaries might be made.

## COMMERCIAL NEWS.

## WORK FOR GERMANS.

The obsolete cruiser Euryalis has been towed from Plymouth to be broken up in Germany.

BRITISH COMMERCIAL ATTACHE. Mr. H. J. Brett, who succeeds Mr. Fox as Commercial Counsellor, has returned from Hong Kong to Shanghai. For a while Mr. Brett was stationed in this Colony.

## GERMAN EXPLOITATION OF RUSSIA.

Addressing Radical Deputies on his journey to Russia, M. Herriot, the Mayor of Lyons, said that the Germans had received a check in their attempt to subjugate Russia to their methods. He believed in the economic future of Russia in view of the agricultural efforts she is making and urged the representation of France in Moscow by a commercial delegation.

## SHIPPING NEWS.

## COMPULSORY BOAT DRILL.

A special correspondent of the London "Barrier" writes: Although the statement that compulsory boat drill had been instituted on the large liners sailing out of Southampton has no foundation in fact, there is reason to believe that the problem of dealing with careless passengers is now engaging the attention of the Board of Trade. At present their officials cannot hold back a ship if they are satisfied that, among other things, there are adequate facilities for the protection of life against the ravages of storm or fire. It is an open secret that the companies "would welcome more stringent regulations governing the part that the passengers ought to take in securing his own safety. It is notorious that in the past voyagers have scarcely troubled to read the "emergency notices" which is exhibited in every cabin and in every public room, and they have frankly refused even to go on deck whilst boat drill was in operation. In the case of accidents the inevitable happens. Not having made themselves acquainted with their particular boat station passengers have rushed to another station, thereby overcrowding it, and causing grievous delay in the lowering of a boat. It would be difficult to enforce compulsory boat drill on passengers on certain routes, because of the number of ports that are called at, but with the sailing of the Almanzora from Southampton recently the Royal Mail Steam Packet Company brought into effect a new scheme which will be followed on all their liners, in view of the hearty response made by the passengers. Incidentally, the presence on board of a number of well-known M.P.s., who were delighted with the new system, may hasten the day when the power of Parliament will be used towards making it compulsory for all passengers to attend boat drill. In the case of the Almanzora, lunch was delayed for about three-quarters of an hour whilst the life-saving drill was performed. Immediately the vessel left the docks the word went round that all passengers were required to don their life-belts and proceed to their respective boat stations, which were prominently marked along the deck. The Marine Superintendent of the company, who accompanied the vessel to the Brambles, was much gratified with the response made—the voluntary response, as he emphasised. He was satisfied that there was not a single passenger on the ship who did not respond to the call, and the drill was performed whilst the vessel was still within the waters of the Isle of Wight. If every passenger on every ship could be relied upon to second the efforts to protect life at sea in the same manner as did those on the Almanzora, there would be no need to talk of compulsion; but the plain truth is that on other vessels sailing out of Southampton during the past week, the need for boat drill has been ridiculed generally by the very class of person who would be most likely to interfere with orderly arrangements if an accident occurred. On one vessel bound for America when it was a question of lunch versus boat drill, lunch won hands down, but the officials of the R.M.S.P. prevented any competition of this sort by postponing lunch!

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Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 8th Nov. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 22nd November, or they will not be recognised.

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Hongkong, Nov. 2nd, 1922.

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## BIRTH.

COWAN.—At Hawke Craig House, Aberdeen, Scotland, on the 27th September, to Captain and Mrs. Peter Hastie Cowan, a son.

## The Telegraph.

HONGKONG, 4th Nov., 1922.

## UNTRAINED TEACHERS.

The employment of untrained teachers is just as "live" a question at Home just now as it is in Hongkong. That much was apparent from the particulars which we gave yesterday of a protest by London teachers against working with unqualified instructors. It appears that the L.C.C., with a view to economy, seeks to introduce, as a beginning, a hundred untrained women as teachers of infant classes, these to receive lower pay than the professional teachers. The idea of the London Council, apparently, is that it is a waste of money to employ highly-paid qualified teachers in the juvenile departments. That is no doubt a type of argument that appeals to "the man in the street." But we cannot help thinking that, whether applied to London or to Hongkong, it is an entirely mistaken viewpoint. We regard the teaching of infants by untrained instructors as the basis of all after-tuition, and we thoroughly agree with the professional teachers when they state that the absence of that basis has a palpable effect when the children who have not been properly taught as infants, pass into higher classes—so much so, indeed, that the work of a whole class may be seriously retarded. As we have observed before, the idea that "anything is good enough for the kiddies" is a bad one, and to adopt it for the sake of saving a few pounds a year is false economy.

What is worthy of notice in regard to the L.C.C. proposal is that there is no intention to employ these untrained teachers in any other than the infants' section. In Hongkong, it is unhappily the case that several schools have unqualified teachers giving instruction to older boys and girls. Whether the employment of untrained teachers here is dictated by a desire to economise we do not know; from Mr. Irving's statement during the Budget debate we should hardly think that was the case so far as Government schools are concerned, at any rate. He spoke of the conditions existing during the war necessitating the bringing in of these instructors, but, as have already pointed

out, the war has been over for quite a long time now. Our standpoint is that there is no necessity for the employment of any untrained teachers in the schools of Hongkong. We believe the conditions and pay nowadays are such that there should be no difficulty whatever in getting a sufficient number of qualified teachers to complete the staffs in all the schools. Mr. Irving may be satisfied with the work which the untrained teachers are doing, but he cannot possibly deny that better results would be obtained if all our teachers were professional people. That is the whole point. And we shall not rest content until that change has been made. Why employ untrained teachers when plenty of trained ones can be secured?—if there is any special reason, we should like to hear of it.

## Sun and Chan.

While there have been persistent rumours of late that General Chan King-ming is disposed to be conciliatory to Sun Yat-sen, and while we should always favour anything which tended to heal the differences between China's leaders, we are convinced that it would not be in the best interests of the country if Chan and Sun came together again on the old basis of the South being antagonistic towards the North. We have long since recognised, and often urged, that the only remedy for China's internal discord is a formal reunification between the North and the South, which would, we believe, lead eventually to the establishment of one central and effective Government. If the coming together again of Chan and Sun would hasten that reunification, we should hail it with pleasure and would be prepared to forgive Sun many past indiscretions if he leant his weight to a real reunification programme.

But we do not want to see in Canton a repetition of the old policy of abjectness, independence and arrogance. We think that General Chan King-ming is far too shrewd a man and too true a patriot to wish a continuance of the present state of things, in which Peking and Canton are at logger-heads. It may just be that during his stay in Shanghai, Sun Yat-sen has come into contact with the leading spirits of the North and is now prepared to return to his native province and work in the interests of the country as a whole. If that be true, then he would be welcomed back. If, on the other hand, he is as zealous an individualist and partitionist as he was before he went up North and only seeks to make friends with Chan King-ming because of what he will personally gain in political prestige, we and Canton don't want to see him. General Chan, in a recent interview with a *Telegraph* representative, spoke hopefully of reunification and gave sound views on that subject. It is to be hoped that he still holds them and that a strict condition of any friendly co-operation with Sun would be Sun's subscription to such view. For ourselves, we are quite content to trust Chan.

## Labour Reverses.

Labour has had a nasty smack in the Municipal Elections "at Home" in London as well as in the provinces the public showed in most emphatic manner that it has no liking for Labour rule. In ordinary circumstances this fact would possess a considerable interest and the rout, coming on the eve of a General Election in which the Labourites hope to profit by the split in other parties, is even more significant. If these municipal results are to be taken as an index of popular feeling towards the Labour Party (and they can surely have no other meaning), then the forward spirits in Home politics are in for a bad time of it at the Parliamentary poll. Despite all the talk of Bolshevism among the British workers, it would appear that the masses do no care to entrust even municipal government to the Labourites. We may therefore dismiss the "Revolution" bogey as little other than a foolish scare. England seems sound at heart still.

## 104TH BIRTHDAY.

Mrs. Mary Anne Bittison, of Lonsdale near Poway, who has just celebrated her 104th birthday, has never been in a train and has never left the parish in which she was born.

## DAY BY DAY.

EVERY THOUGHT WHICH GENIUS AND PIETY THROW INTO THE WORLD ALTERS THE WORLD. — Emerson.

H.M.S. Durban arrived from the North yesterday.

The name of Mr. Gerald Davidson has been added to the List of Authorized Architects.

The Gazette contains schedules of the allotment of recreation grounds.

Col. C. W. Davy is G. O. C. in the absence from Hongkong of Major-General Sir John Fowler, now visiting Shanghai.

The "Empress of Canada" is due here at 2.30 p.m. on Monday and will berth at Pier No. 5, Kowloon Wharf.

The wedding will take place shortly of Mr. William R. Buckenrough, passenger agent of the C.P.S., and Miss Rose Meyerling, Empress Lodge, Kowloon.

The Rugby Match, played last evening at Happy Valley, between the Army and H.M.S. Tamar resulted in a pointless draw.

Mr. H. B. L. Dowbiggin is to be a Member of the Court of the University of Hongkong for a further term of three years, with effect from the 1st November.

The lecture advertised for Monday Evening in St. Andrew's Church Hall has had to be cancelled, Captain Doull having been suddenly called to Shanghai.

Command orders notify that Major R. F. Dabuz, R.A., will cease to act as D.A.A. and Q.M.G. with effect from 3rd November. B. Major R. B. Young of the Foresters, will act as D.A.A. and Q.M.G. as from 4th November.

It is notified that, at the expiration of three months, The General Trading Company, Limited and the Chai Wo Yick Steamship Co., Ltd., will, unless cause is shown to the contrary, be struck off the Register and the Companies will be dissolved.

Beginning to-morrow, the World Theatre is showing a delightful comedy entitled "The Chicken in the Case." It's all about a young man who, in order to secure an inheritance, pretends that he is married, the wife of his part being "the chicken in the case." As may be imagined, the story gives plenty of scope for fun and it should prove a big draw.

The lots of Crown land are to be sold at the P.W.D. on the 20th instant. The first is Rural Building Lot No. 218, Pokfulam, containing about 43,500 square feet, the upset price of which is \$5,305. The other is Rural Building Lot No. 219, on the spur between West Bay, and Repulse Bay. It contains about 90,000 square feet, and upset price is \$5,400.

Before Mr. R. E. Lindell, this morning, Mak Fuk was charged by Inspector Fisher, S.P.C.A., with carrying two crates of fowls in Wanchai in a badly overcrowded condition, one of the fowls being crushed to death. Inspector Fisher said there were 25 fowls in one crate and 26 in the other, the crates being only two feet in diameter. A fine of \$25 was imposed.

A driver employed by Mr. E. V. M. R. de Souza was charged with manslaughter before Mr. R. E. Lindell this morning, at the instance of Inspector Garrod. This is a sequel to an accident recently reported when an aged Chinese woman was knocked down on the motor road near Un Long Village and received injuries which later proved to be fatal. The case was remanded.

As a result of the concert held at the Theatre Royal on October 7th, in aid of the Victoria Branch of the Hongkong Women's Guild and the Ministering Children's League, the funds of that deserving charity will benefit to the extent of \$381. This satisfactory sum was largely due to the efforts of Mr. Pearson, who organised the programme, Messrs. Moutrie, who made arrangements for booking seats, and Mr. Wilson, who designed the posters and was responsible for the publicity work. The artists who so kindly assisted, the ladies who sold programmes, and other helpers are sincerely thanked for their assistance.

## Between Ourselves

By Robt. MacWhirter.

I've many a time wondered, if folk born without a sense of humour know that they lack it, and, even if they do, do they think their loss worth bothering about? Some there are who may go the length of saying that they'd rather be without the gift. I mind once o' hearing the U. P. Kirk minister at Liakumaddie say that he thanked God that he hadn't been given a keen sense of humour, because folk w'il a quick perception of the ridiculous were often tempted to make fun of their fellows, and thus cause them endless pain.

## A Literary Thug.

I hardly think he was right, for fags, the world would be an awful dull place if nobody ever laughed at their neighbours. But, mind ye, I'm no' bigotted. I'll admit that a sense of humour is a dangerous thing—to its owner. It's very disconcerting, to say the least of it, to find that one's joking references and exaggerated statements have been taken seriously when you supposed their absurdity was obvious. That only goes to show ye that it's a most unsafe assumption to always take for granted that one's listeners or readers are as daft as yourself (or should I say "one-self").

What I've said so far may, I think, apply to a few of my readers but the lad I have most in mind at the moment is the dwarf at present strutting the Adversarial stage in giant's clothing; the individual who, last Saturday, so far forgot himself in his soreness of mind as to accuse someone o' being a literary thug, a bully and several other over-ripe terms of malevolence. I recognise the strain w'il which he was possibly working under when he penned those few appreciative lines. As a warning though, they were, as the Irishman said, "Almost too fair, becad" and no' nearly strong enough.

## An Ungenerous Attack.

I take it he refers to poetry when he says it is a pose w' some folk, and a vulgar pose to affect scorn for what they cannot comprehend or appreciate. Nature, he says has withheld the intelligence, or environment has denied the breeding for this benighted fool to enjoy the finer things in life. Well, my Adversarial apprentice, shouldn't that make you all the more thankful and all the more generous to one who has possibly not been graced w' such understanding and w' such opportunity?

Then gently scan your brother man. Toaster said is human. I hope then, as regards ourselves we shall always be critical of each other but no' cantankerous, hostile but always helpful. Bad prose will pass w' some folk. Good prose sometimes scares them; they have no taste for it. They prefer their fiction to be written best in the jargon they best understand. Thus a novel may be clothed in the worst English imaginable and yet sell by tens or hundreds of thousands.

## Poetical Prose.

W'il poetry it's quite different. There, the manner of saying it is as important as the thing said. Without felicity of expression the poet will voice his sentiments, however heavenly, in vain. If the words dinna' charm, the sense canna'. In doggerel, an angel may as well be a tramp. So I dinna' see why bad poetry should be tolerated, let alone laughed at. It's aye been my firm opinion that those would-be poets should have their energies firmly directed into useful channels. Go, my friend and do thou likewise.

But hove a blink. I wouldn't like ye to go w'il even a suspicion of that superior feeling in your mind. Come w'il me my playful and poetical pedestrian, come w'il me to the wild places of the earth and let's see if we can interpret their message in ethereal prose. Let's climb the brae face together, leaving Shaukiwan in the middle distance.

In the wind there is a song. As yet it is but a whisper, a little note of music. The birds sing in the budding trees against the orange west, a thousand new songs are poured out in passionate sweetness. See how the lambent skies seem to lean down in love to the tired earth; skies that are luminous and lit w'il gold as if the lovely shadow of angelic wings are shown through the glowing mirror of the

dusk. Listen my heart and your soul will interpret those mysteries. The spirit wind sweeps around you. The poets are lifting up the golden censers of fair song and the incense, the incense ab, Mother o' Mud, the incense—let's catch the next tram for town! And now, my intelligent one, do you appreciate the value and fascination of mere words—reprint of the mind—words that mean nothing, do nothing, but fill space? Think ye that it needs intelligence or environment or breeding to churn out stuff similar to that? Faugh!

## Just Words!

Curiously enough, talking of poetry and words, my feeding partner at tiffin the other day got rattling on about Shakespeare and how tiresome he was to read. "Words—words," he said. So did I, but added "Ay, and what words!" Mind ye, I have never shared the facility of those folk who will rattle off at a moment's notice the best lines or best passages in English poetry. But if cornered and compelled on pain of death, to give a few lines as good as any others our language can offer, I can clear my throat w'il the next and recite selections from Shakespeare, he, who

Was not of an age, but for all time. Words, ay, but what words! I like w'il a big edition of his works to trace his origins and parallels. Take, for instance, the concluding portion of Wolsey's farewell to Cromwell, founded on the words of the historian Cavendish, who makes the famous Cardinal declare—

"Well, well, Master Kingston, I see the matter against me how it is framed; but if I had served God as diligently as I have done the king, He would not have given me over in my grey hairs."

A few flourishes of the magical wand of Shakespeare's genius and in King Henry VIII we have these same words transmuted into pure gold—

O Cromwell, Cromwell, Had I but served my God with half the zeal I served my king, He would not in mine age have left me naked to mine enemies.

Words, ay, just words, but what words!

## Evviva Fascismo!

The advent of the Fascisti, which by the way is non-edible, and the triumph of its cause, is another of those up-setting things fit to make the logically-minded squirm. This business reminds me of our Rent Ordinance more than anything else. Here we have a movement, illegal and wrong, but winked at by those in high authority. Mind ye, I've got no time for Communists and Socialists at half-cock, but by the Hokey Fly, the black shirts of the Fascisti have all along been equally criminal in their on-gauns. The King of Italy hasn't been over particular either. He and Reuter seem to be in high feather at the result of the whole kibboosh. But when Reuter begins handing out lessons in Italian, "Evviva Italia! Evviva it no!" Evviva it Fascismo!" he no' only assumes over much erudition on the part o' his clients and their readers, but indicates to what length he is prepared to go in the matter o' being *ex parte*. I think as regards the peddling o' Italian, our Correspondence Schools certainly have a kick and just cause for complaint. No, you sort o' thing's no' fair.

## Evviva Castorio.

But I liked you bit about the arrested Communists being forced by the Fascisti to swallow strong doses of castor oil. I'm surprised at our Gaffly missing that bit last Wednesday, but then again, maybe Joe wouldn't have let a reference like that pass. Joe's very particular at times. I mind no' so long ago of introducing the stuff in some blank verse o' my own making, but Joe, he drew the line. He was helpful though, but as I said at the time it's no' easy even for a poet to get a word to rhyme w'il En's. Let Reuter introduce the stuff, however, and it goes in like a shot.

Ay, you was cruel, right enough. Fancy liberating prisoners after feeding them on castor oil! The like o' that shouldna' be allowed. The place for castor oil is in the pharmacopoeia and no' the penal code. Still, it has its good points too. It's certainly very liable to keep a healthy Communist out of mischief for a while. If it wasn't that our Sanitary Board have more than enough to do these days, I'd be tempted to recommend like treatment for some o' (Continued on Page 7.)



## BETWEEN OURSELVES.

(Continued from Page 6.)

our own burglars and gun-runners. One man under the influence of castor oil (in strong doses) is very apt to seriously ponder over his evil ways and shortcomings. Si Signor, Carramba, per corpa de baccho, per corpa de cigarette, per corpa everything else oh, you bet your sweet life o, it is.

## A Matter of Accent.

MacPherson and I have nearly fallen out again this week. Ay, I've an awful time one way and another with that man. Now what d'ye think it is that's bothering him now? Man, he's gotten it into his head that just because he's a Glasgow man, I've been slighting him, and the place he belongs, in my weekly screeds! Some folk have a vivid imagination right enough. And that comes from Linkumoddie! Right in the heart of the Lowlands!

But you may as well argue with the Government as try and convince Mac when he gets an idea in his head. He says I've got the Glasgow accent running all through my stuff. Did ye ever hear the like?

It minds me o' Tam Johnstone that night when he landed off the London train. Willie Armstrong, Linkumoddie's one and only porter, was taking the tickets at the time and this is how the collision came about:—

Willie:—"Sag ye've gotten back, Tam?"

Tam:—"Deed, ay, I've gotten back."

Willie:—"And hoo did ye like London?"

Tam:—"Oh, it's an outlandish place yon. They tell me they couldn't understand me waeent!"

Willie:—"Awacent, I never heard tell that Linkumoddie folk had any waeent."

Which is quite true. I ask you then, if a Linkumoddie man has an accent of his own, how is it possible for him to acquire a Glasgow one after a life-time in the Far East? But ye know what Mac is. He aye thinks he knows everything about other folk's business. He poses as a literary critic into the bargain, mainly on the strength of getting the "Lady of the Lake" for a school prize as a boy.

Talking about that brings me in mind o' young Archie Dalgleish, him that was brought up at the sawmill. Just about the time he began to shave he took it into his head to join the kirk. At that time it was thought Archie had got religious daft but no' long after he married big Max Davidson, her wif the red hair. After that the only religious thing Archie took my real interest in was the baptismal service.

Well, anyway, as I was saying, at the time I was speaking of, our minister, Mr. Bell, a grey-haired divine of the old school, he asked him a few simple questions and receiving rather unsatisfactory answers, said:—

"Archie, I am rather disappointed at your ignorance of Gospel truths especially as you attend church and read your Bible. To assist you I think it would be better if I answered any question you could put to me."

Archie, being a slow-thinking lad and no' grasping exactly the purport of the minister's remark, thought for nearly two minutes by the clock and then asked:—

"Hoo many teeth d'ye think there are on oor big buzz saw?"

The minister, though, wasn't to be caught that way. The question was a technical one, he said, and one could hardly be expected to answer.

"Just so," said Archie, "Just so. Ye see, Mr. Bell, it's every man to his own trade."

## THE COMEDY COMPANY.

## "Her Husband's Wife."

It was a very funny play which the English Farical Comedy Company staged last night at the Theatre Royal. Full of most humorous situations, "Her Husband's Wife" kept the audience amused from start to finish, and all who took part did well.

Mr. Winington Barnes gained further honours in the part of the old uncle, which he played with marked skill. Mr. Andrew Higginson as the husband was also extremely good, especially in the scene in which he acted as an inebriated man. Miss Jane Comfort scored another success as the wife, whilst Miss Emily Ladew as the wife's friend was excellent.

To-night Ian Hay's successful play "Tilly of Bloomsbury" will be the attraction.

## UP THE WEST RIVER.

## Adventures of the "Kwong Ying."

## A WUCHOW EPISODE.

The life of the officers of the craft which ply up and down the West River in these troublesome times, if not altogether a merry one, certainly does not lack excitement.

The district appears to be a terrible state; pirates and bandits galore, and even the forces which attempt to keep law and order seem to be at loggerheads. A *Telegraph* reporter had a chat yesterday afternoon with Captain Morgan, of the Kwong Ying, a small Chinese steamer which trades between Hongkong and Wuchow, and the pressman was given an interesting account of Kwangsi, as it is at the present time.

## Troublesome Troops.

The people, who are mostly from Kwangtung, are quite peaceful folk, but it is the soldiers who cause all the trouble. To give an instance, the troops are all paid in paper money, which is, of course, of practically no value whatever. Captain Morgan mentioned a case of a soldier who went into a shop to make a purchase. He tendered paper money, which the shopman refused. Without any further argument the soldier took the goods and, picking up a chopper, slashed off two of the unfortunate shopkeeper's fingers. There was another case of a soldier, who, because he was not served, pulled out his bayonet and split the shopman's skull.

These little happenings in Wuchow appear to be all in a day's work. There are two lots of troops—Kwangtung and Kwangsi men. These are always at variance and occasionally have a scrimmage, the Kwangtung men, who are better disciplined, usually coming out top. In spite of these little troubles, some sort of law is maintained. A day or two ago two soldiers were shot for selling their ammunition and the other day a General was likewise dealt with for some other offence. The shooting of criminals in Wuchow is quite a common occurrence. They are taken out to the foreshore, in front of the post office, their hands are tied behind their backs, a couple of hot-sticks out as the victims are fixed from behind, their bodies drop, and the crowd of spectators knows that justice has been satisfied. That is Wuchow, according to what the pressman was told about the Kwong Ying.

## Vessels Seized.

The West River at the present time is a long way from being a place to go for one's health. It is seething with pirates, and their activity makes legitimate trade almost impossible. If a trader from one of the up-river ports wants to send away a quantity of goods, he has to pay tribute to the robbers, or they will not allow his merchandise to pass. As there are pirates in practically every village this is an expensive item, with the result that the merchant cannot get his goods away, and trade all round is slack. If the pirates only took the cargo aboard the numerous craft that ply in the district it would be bad enough, but they go further than that; they take the vessels themselves. The West River Steamship Company (the English name for the owners of the Kwong Ying) had four large motor-boats, craft some eighty feet in length and capable of carrying a hundred passengers, seized about eight months ago. They may be recaptured some time or other and in the meanwhile the Company has to send up money every month for the crews. Captain Morgan mentioned other firms besides this Company which have suffered similarly.

A master who takes his ship up the West River never knows what may happen before he gets back to Hongkong and civilisation again. The Kwong Ying was an intended victim on her last trip.

## A "Plant."

About ten o'clock on Thursday morning, a Kwangsi officer and a party of armed Kwangsi troops came aboard and told Captain Morgan that they intended to search the ship. They went along to a cabin (used for Chinese passengers) and tried the door. It was locked, but the first officer said if the soldier would wait he would get the key. The searcher replied that it did not matter and put his arm through the window at the side of the door. Placing his hand underneath the mattress of a bunk he was able to reach, he withdrew it with a clip of old, rusty, nail-made cartridges,

## "BATTILING KEY."

## To Fight S.P.O. Morgan.

A match has been fixed up between "Battling Key," the Chinese boxer, and Skater Petty Officer Morgan, R.N., articles being signed last night.

The fight will take place at the V.R.C. on Friday, 10th inst., at catchweights within the light-weight limit.

## PLEASURE MOTOR BOATS.

## Must Have Certified Men.

The *Gazette* contains amendments of regulations under the Merchant Shipping Ordinance, the effect of which is that a motorboat used solely for purposes of pleasure must have a certificated master and engineer; certificates of competency must be obtained from the Harbour Master, who has power to permit a certificated motor engineer, with a master's certificate, to be in charge of a motorboat, and also power to grant a special permit to the master of a motorboat for the doing of any act mentioned in such permit. Owners must report to the Harbour Master the engagement or discharge of masters and engineers within 48 hours. Masters and engineers must produce their certificates to the Harbour Master on engagement, and report discharge. A record of engagements and discharges will be kept in the Harbour Master's Office. Certificates of competency must be kept on board the motorboat.

value a few cents, in his palm. "Ah, ha; what have I got here?" he said, or something to that effect, as he turned to the chief officer to show his find, grinning all over his face. The soldier then went to the next cabin and performed a similar operation there.

Captain Morgan suggested that the soldiers should search the passengers, but the officer was satisfied and beyond producing the cartridges from underneath the mattresses in these two bunks, refused to do anything more. He wanted the compradors, he said. Failing that he said the compradors would have to sign a bit to the effect that he was smuggling arms. In Captain Morgan's opinion the whole thing was obviously a "plant," and he refused to allow the troops to take the compradors away or to allow him to give a bit.

The soldiers threatened to do this, that and the other, and Captain Morgan told two of the Indian guards to stand one at each side of the officer. The two Indians towering above him, the Kwangsi officer became a little more reasonable. In the end, after seeing a Customs officer and the Harbour Master, Captain Morgan decided to go up to the Yamen.

## A High-Handed General.

He and the First Officer went ashore and interviewed the officer's superior, a Kwangsi general. "And he was some general," Captain Morgan told the pressman. He was half-dazed with opium when his visitors arrived, but he managed to come to a bit and light a pipe of tobacco and the palaver began. The general was most discourteous and high-handed. Unless the compradors were handed over the Kwong Ying should not leave port that day, was his stand. Captain Morgan was equally emphatic in his reply that the Kwong Ying would leave.

In the end, Captain Morgan went to his Company's office and there met a Kwangtung general. He was very courteous, not at all like the Kwangsi officer—and said he would accept full responsibility for the Kwong Ying sailing. The party then went down to where the ship was moored. Here they found about forty Kwangsi troops, but the Kwangtung officer also had soldiers with him. What are those men doing here?" he asked. This was good enough for the Kwangsi soldiers; they faded away.

During the absence of the Captain and Chief Officer, the Kwangsi men had posted a large notice on the ship, stating that it was not to leave Wuchow. The Kwangtung officer's intervention had altered matters somewhat, however, and at a quarter past two the Kwang Ying left without any more trouble, arriving in Hongkong about two o'clock yesterday afternoon without further mishap.

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ALEXANDRA BUILDING.

## BELGIAN-DUTCH LOAN TO PEKING.

Negotiation for £15,000,000.

Financial gossip is centred in the £15,000,000 loan which is alleged to have been completed between the Peking-Suiyuan Railway and the Belgian-Dutch group, with an advance, prior to the Festival of £200,000, of which £150,000 was paid over, writes Mr. Rodney Gilbert to the *N.Y. Daily News*, from Peking under date Oct. 16.

It is reported that the local agent of the Dutch-Belgian group, having failed to secure the concession of the connecting line between the Tientsin-Pukou

and Peking-Hankow Railways, agreed to make the loan for an extension beyond Peking towards Ninghsia on the condition of the £200,000 advance. He therefore telegraphed his European principals to advance credit for this sum.

The principals, thinking that the negotiations for the cross-country line had been completed, telegraphed credit through four banks—the Hongkong and Shanghai, the Chartered, the Yokohama Specie, and the International Banking Corporation; but upon learning that the loan was on the Suiyuan Railway, which has already a debt of \$37,000,000, the principals wired there cancellation. Three of the banks had, however, already paid.

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Photo: Ming Yuen. Group taken at the wedding of Mr. B. Fisco and Miss Kathleen Harris.



Photo: Ming Yuen. Mr. Mei Lan-fang, the celebrated Chinese actor, who was entertained by the B. A. T. on Saturday.

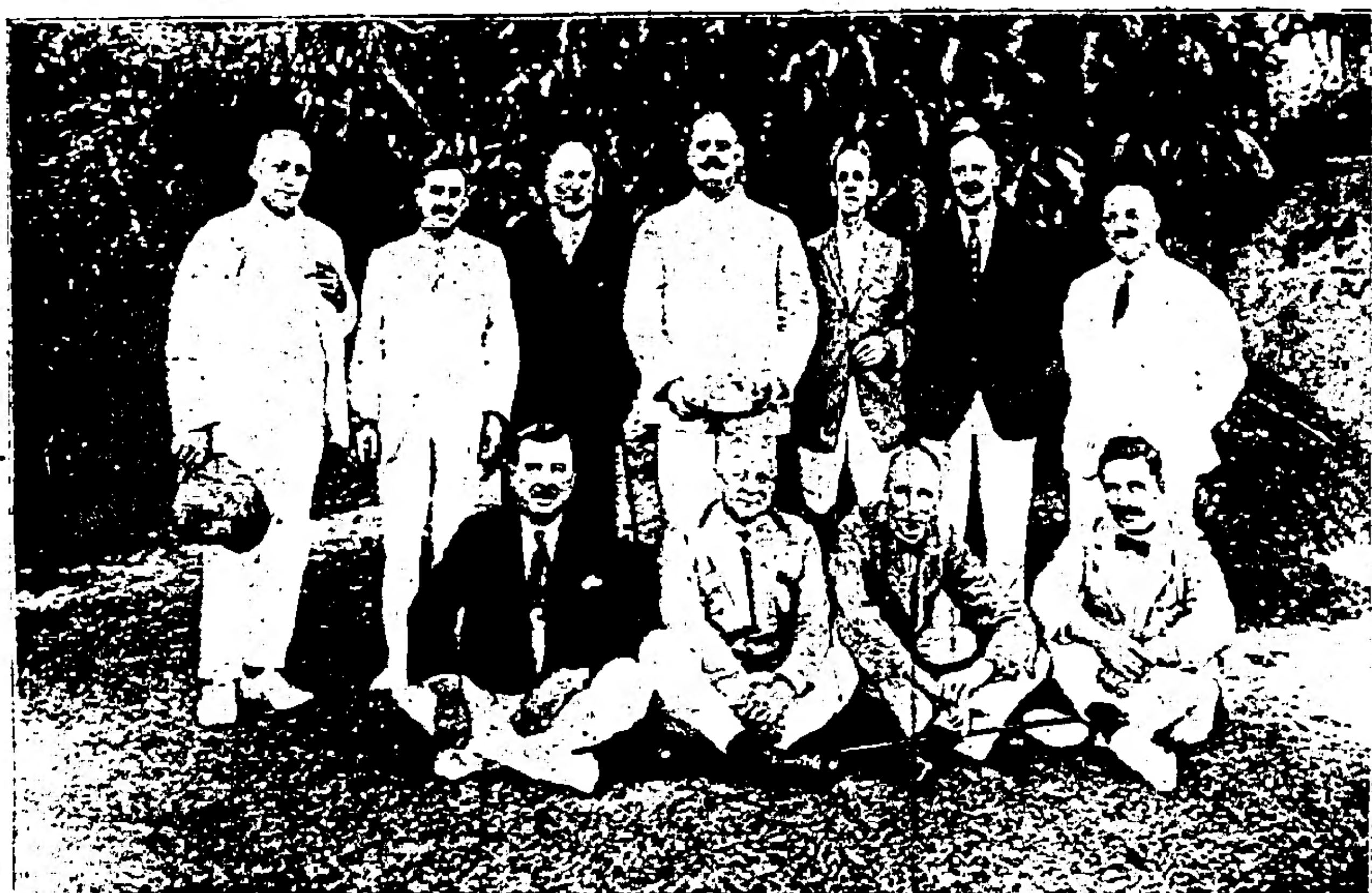


Photo: Mee Cheung. Officials of the Lawn Bowls Association, photographed at Kowloon last Saturday.

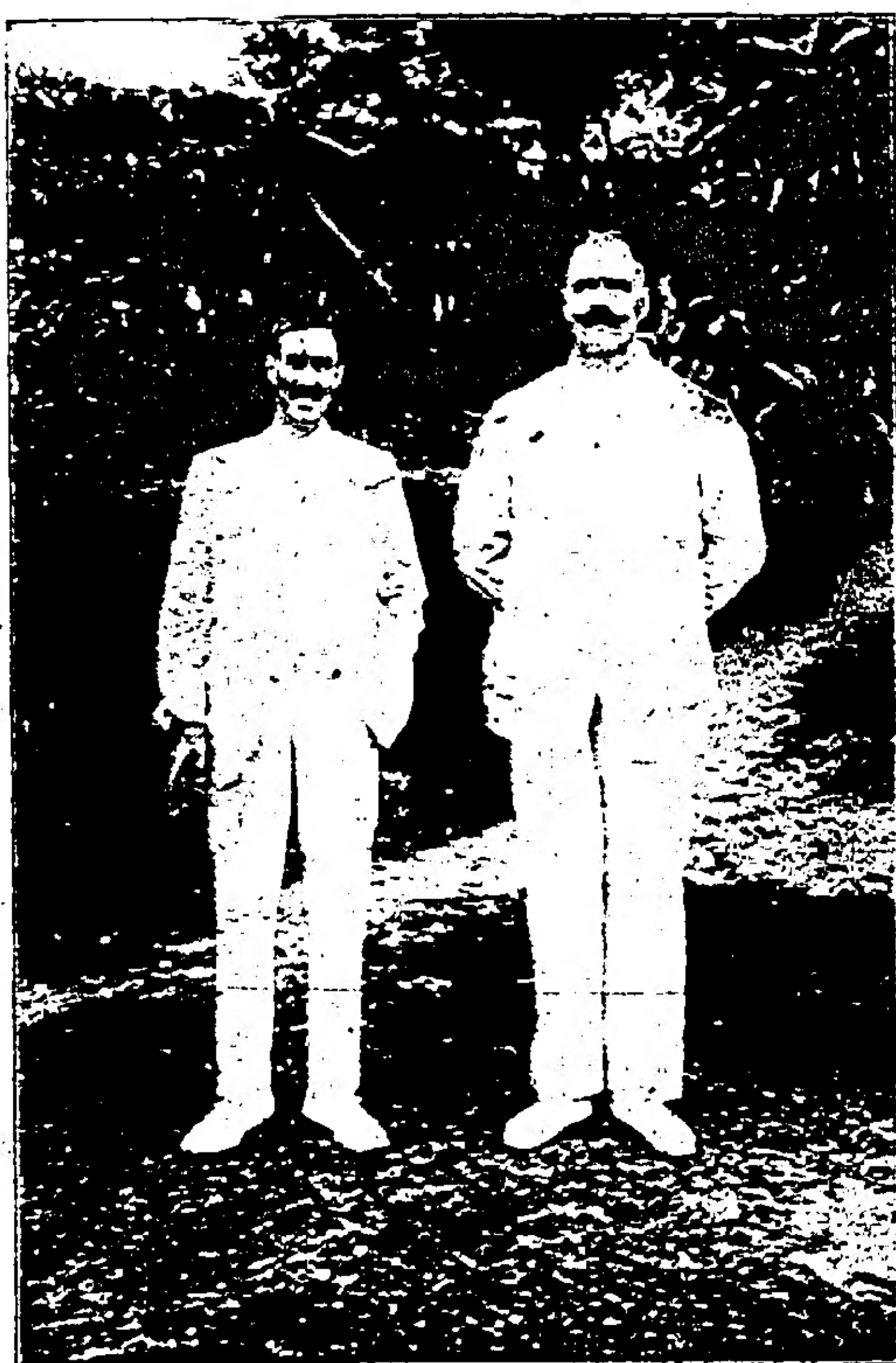
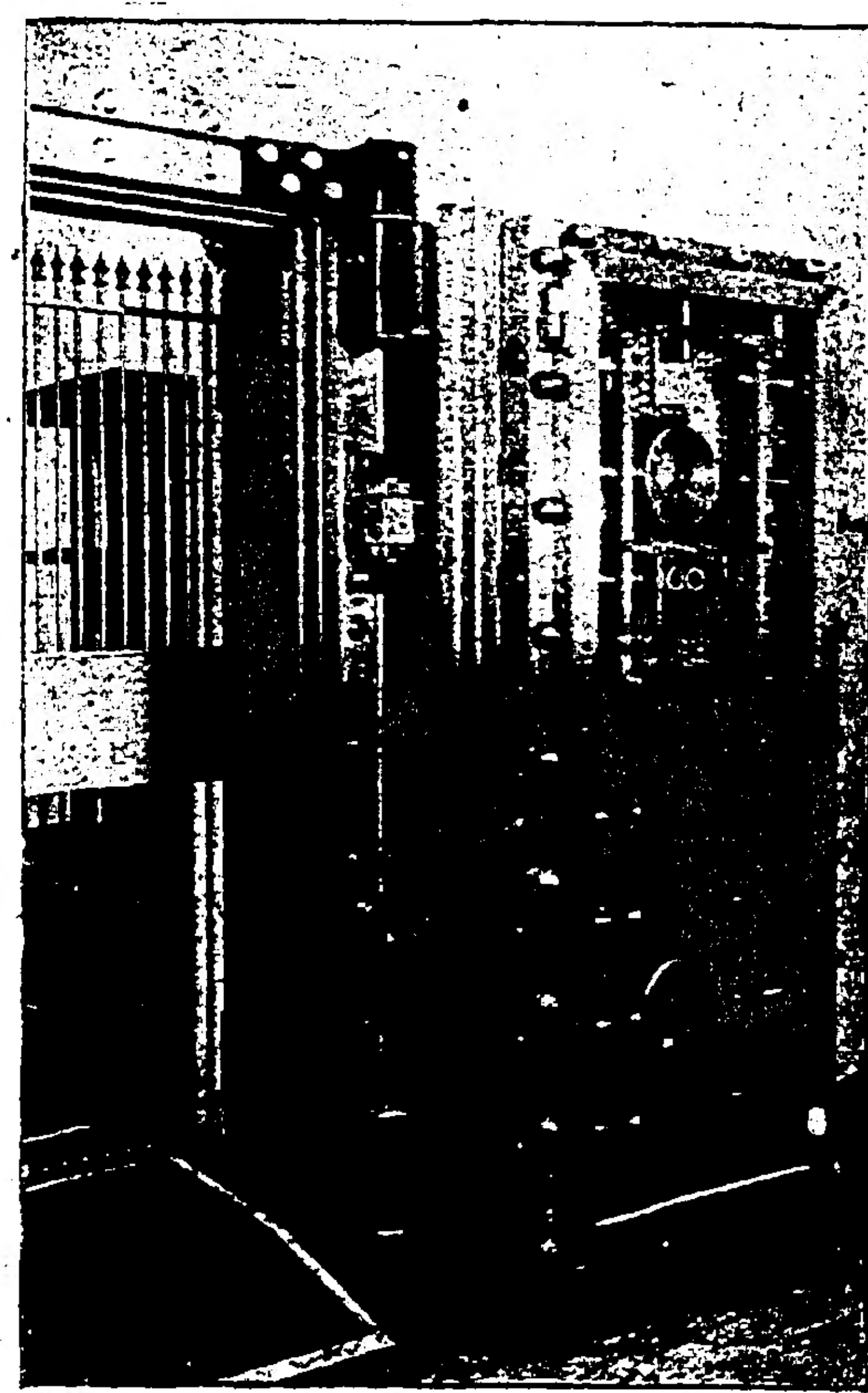


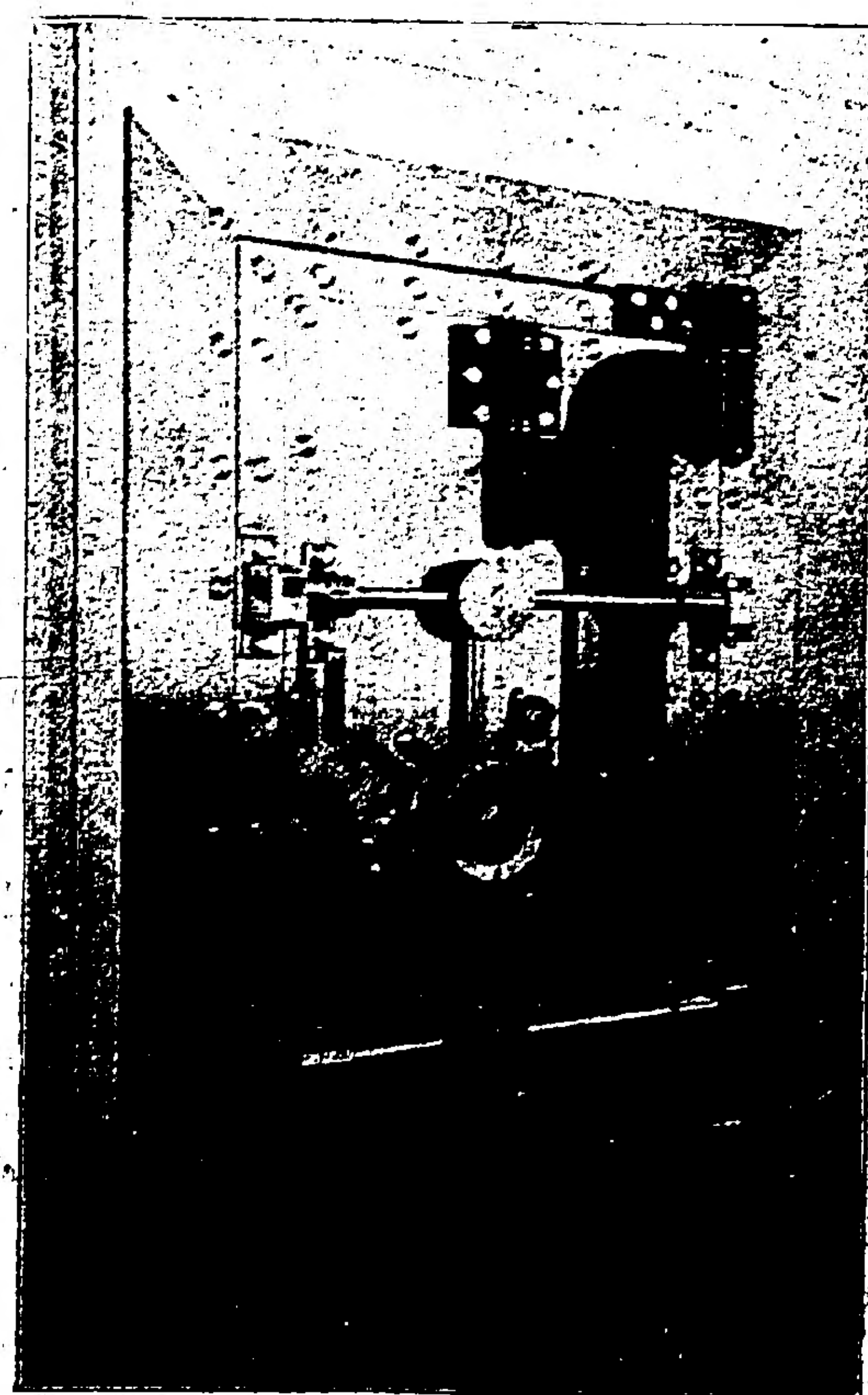
Photo: Mee Cheung. Mr. R. C. Wallace (left) and Mr. W. Gerrard (right), winner and runner-up of the Lawn Bowls Championship.



Sung Kam-che, a Chinese boxer now in Hongkong, who has issued a challenge.



Photo: Mee Cheung. Group photograph taken at the wedding of Mr. N. C. Wilson and Miss Dorothy Hume.



In view of the recent bank robberies, the above pictures of the elaborate vault doors installed by the Oriental Commercial Bank, will be interesting.







## PACIFIC SHIPPING.



## CANADIAN PACIFIC FARES TO ENGLAND.

Empress of Canada, Empress of Australia,  
Empress of Russia, Empress of Asia.  
CONNECTING WITH  
Empress of Scotland, Empress of France,  
Empress of Britain, Empress of India.

\$620.50 GOLD First Class  
\$412.84 GOLD Second Class  
\$412.84 GOLD Second Class

## CONNECTING WITH

Montreal, Montreal, Montreal,  
New, Oil Burning, Turbine, 16,400 ton Steamers.

\$566.58 GOLD First Class  
\$402.84 GOLD Second Class  
\$372.84 GOLD Third Class

All above fares include First Class Railway Accommodation.  
Sleeping Car Fares, Vancouver to Montreal. Compartment  
\$7. Lower Berth \$25.50.

## "CANADIAN PACIFIC THROUGHOUT"

Hongkong Office Tel. Central 752. Cable Address GACANPAC.



Included Fare to Europe U.S. \$620.50 First Class Throughout.

HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI THE ISLAND SEA JAPAN & HONOLULU

"THE PATHWAY OF THE SUN"

YAMATO M. 20,000, Nov. 13. \* KOREA M. 20,000, Dec. 30.

TAIYO M. 22,000, Nov. 26. SHINYO M. 22,000, Jan. 11

YUNO M. 22,000, Dec. 18.

\* Calling at Dairen. \* Calling at Keelung. \* Calling at Manila.

## SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

MANILA, KEELUNG, JAPAN, HONOLULU, HILO, SAN FRANCISCO

MAN PEDRO, MANZANILLO, ZALISOA, CALLAO.

INDEPENDENCIA, ARICA & IQUIQUE

THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AYRES.

REIYO MARU (Omit Keelung) 14,000, Nov. 28th.

RAKUYO MARU 17,500, Jan. 19th.

\* On going call at Keelung.

## JAPAN-HONGKONG-JAVA SERVICE

BETWEEN

Kobe, Moji, Dairen, H'kong, Batavia, Samarang & Sourabaya.

Steamer. Destination. Leaving Hongkong.

PERSIA MARU Java November 25th.

PERSIA MARU Keelung, Moji, Kobe. December 15th.

## NEW YORK LINE.

(Freight Only.)

VIA SAIGON, JAVA AND SUEZ.

Steamer. Tons. Leaving Hongkong.

REIYO MARU 12,000

For full information regarding passenger, freight, and sailings apply to—

Y. TSUTSUMI, Manager.

King's Building. Tel. Central Nos. 2374 & 2375.

Agents at Canton. Messrs. T. E. GRIFFITH, LTD.

## STROTHERS &amp; BARRY.

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

To Los Angeles & San Francisco from H'kong by Direct Route.

U.S.S.B. "Elkridge" Due Hongkong 20th Nov.

U.S.S.B. "West Prospect" Leaves Hongkong 22nd Nov.

U.S.S.B. "West Prospect" Due Hongkong 12th Dec.

U.S.S.B. "West Prospect" Leaves Hongkong 14th Dec.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO

BILLY KLY SAILINGS FOR ATLANTIC SEABOARD PORTS THROUGH

WEEKS OF LADING ISSUED TO U.S. & CANADIAN OVERLAND POINTS

To Manila, Saigon, S'pore, Batavia, Samarang & Sourabaya.

U.S.S.B. "West Prospect" Due H'kong 3rd Nov.

U.S.S.B. "West Prospect" Leaves Hongkong 4th Nov.

U.S.S.B. "West Prospect" Due H'kong 22nd Nov.

U.S.S.B. "West Prospect" Leaves Hongkong 23rd Nov.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information apply to

STROTHERS & BARRY.

L. EVERETT, 1st Floor, Powell's Building.

General Agent for Phone Central No. 3008.

Japan-China-Philippines. G. P. BRADFORD, Res. Agent.

Indo-China-Strait & Java.

YAMASHITA KISEN KAISHA.

(THE YAMASHITA S.S. Co. Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

KEELUNG, HONGKONG & HAIPHONG

Sailing from Hongkong.

FOR HAIPHONG via Hoihow & Pakhoi

S.S. "HOZUI MARU" on or about 9th November.

FOR KEELUNG via Swatow & Amoy

S.S. "TAIKWA MARU" on or about 9th November.

For further particulars, please apply to—

S. MITARAI, AGENT.

Branch Office, 37, Bonham Strand, West. Tel. Central No. 155.

Top Floor, King's Building. Tel. Central No. 140.

## PACIFIC SHIPPING.



## DOLLAR LINE



## SAILINGS FROM HONGKONG.

For Baltimore via Genoa, Marseilles, Boston and New York.  
S.S. DIANA DOLLAR ... 4th November.  
S.S. MARGARET DOLLAR ... 10th December.

For New York via Genoa, Marseilles, and Boston.  
S.S. ROBERT DOLLAR ... 5th January.

For New York via Panama.  
S.S. STUART DOLLAR ... 1st January.

For Vancouver and Seattle.  
S.S. STUART DOLLAR ... 1st January.

For Rates and Particulars Apply to  
THE ROBERT DOLLAR CO.

No. 4A Des Vieux Road, Ground Floor. Tel. Central 795 & 792.

## NORDDEUTSCHER LLOYD

## REGULAR

## FREIGHT AND PASSENGER SERVICE

ON THE BERTH FOR—

PORT SAID, ROTTERDAM, HAMBURG, BREMEN

S.S. WESTFALEN ... Sailing 16th November.

\* Calling at Antwerp.

For particulars Regarding Rates and Bookings Apply to

## THE ROBERT DOLLAR CO.

Tel. Central 795-792 Gen. P.O. Building. Third Floor

## THE ADMIRAL ORIENTAL LINE INC.

Operating the following U.S. Shipping Board Steamers.

## SEATTLE &amp; VICTORIA

SERVICE—COURTESY—SPEED.

## PASSENGER &amp; FREIGHT

Via Shanghai, Kobe and Yokohama.

S.S. President Madison ... For Seattle ... Nov. 15. Dec. 5.

S.S. President McKinley ... For Seattle ... Nov. 30. Dec. 19.

SPECIAL THROUGH RATE TO EUROPE \$620.50.

Sailings every 14 days.

## MANILA SERVICE.

S.S. President Madison ... Nov. 5.

S.S. President McKinley ... Nov. 20.

S.S. President Jackson ... Dec. 4.

## SAIGON, SINGAPORE &amp; SOURABAYA.

S.S. CADARETTA ... Nov. 10.

Through Bills of Lading to all United States and Canadian

Overland Points; also via Panama Canal Lines to Atlantic Ports.

Passengers and Freight Particulars, apply to

## THE ADMIRAL ORIENTAL LINE INC.

PASSENGER OFFICE. H.K. & Shanghai Bank Building

Tels. Central 2477 & 2478. 4, Des Vieux Rd. C. G. Floor.

## SERVICE TO NEW YORK.

## NEW YORK and/or BOSTON

via PANAMA.

For freight space and particulars apply to—

## BARBER STEAMSHIP LINE INC.

## THE ADMIRAL ORIENTAL LINE INC.

AGENTS.

4, Des Vieux Rd. C. H.K. & Shanghai Bank Bldg. Ground Floor.

Telephone Central 2477 & 2478.

## KONINKLYKE PAKETVAART MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

## S.S. VAN CLOON

will be despatched on 9th November, to SINGAPORE,

PENANG and BELAWAN DELI.

Excellent saloon accommodation, all lower berths, English

Cuisine, doctor carried, wireless telegraphy.

1st. CLASS FARE TO SINGAPORE \$100.

In connection with the Royal Packet Nav. Co's (K.P.M.)

services to all destinations in the Netherlands East Indies.

Agents:— JAYA CHINA JAPAN LIJN,

Telephone Central No. 1574 York Building, Chater Road.

## PACIFIC SHIPPING.

## CHINA MAIL S.S. CO., LTD.

(Incorporated in U.S.A.)

OPERATING FAST FREIGHT AND PASSENGER STEAMERS

"NANKING" "CHINA" "NILE" "GORJISTAN"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

FIRST CLASS FARE TO EUROPEAN PORTS

Minimum Rate U.S.G. \$577.07

Maximum Rate U.S.G. \$620.50

First Class Accommodation Throughout.

## Trans-Pacific Service

HONGKONG TO SAN FRANCISCO

Via Shanghai, Nagasaki, Yokohama & Honolulu.

S.S. CHINA S.S. NILE S.S. NANKING

November 27th. December 13th. January 5th.

## JAVA SERVICE

HONGKONG TO AMOY, SINGAPORE & JAVA PORTS.

S.S. GORJISTAN. S.S. GORJISTAN.

To Swatow & Amoy. To Singapore, Batavia, Samarang

and Sourabaya.

## FAST FREIGHT SERVICE

Through Bills of Lading issued to all ports in United States & Canada

also

Cargo accepted on Through Bills of Lading for transshipment at San

Francisco to weekly sailings for principal Atlantic Ports.

## CHINA MAIL STEAMSHIP CO. LTD.

PRINCE'S BUILDING. 108 HONG STREET.

TELEPHONE, PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT.

Central No. 1934. Central No. 2161.

Cable add. "CHMAIL"

## BOSTON &amp; NEW YORK.

Joint service of the

## "BLUE FUNNEL" LINE

(Ocean S. S. Co. Ltd. & China Mutual S. S. Co. Ltd.)

## AMERICAN &amp; MANCHURIAN LINE

(Klorman & Bucknell S. S. Co. Ltd.)

Sailings from Hongkong:

S.S. KENTUCKY ... via Suez Canal ... 5th Nov.

S.S. TEUCER ... via Suez Canal ... 15th Nov.

S.S. CITY OF CANTON ... via Suez Canal ... 25th Nov.

S.S. AGAPENOR ... via Suez Canal ... 5th Dec.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice

For freight and particulars apply to

BUTTERFIELD & SWIRE OR THE BANK LINE, LD, HONGKONG.

(John Swire & Sons, Ltd.)

HONGKONG & CANTON REISS & CO. CANTON.

## M SERVICES CONTRACTUELS

## DES

## MESSAGERIES MARITIMES

Mail Steamers

Next Sailings

Pro. arr. at H'g.

Pro. Sailing

from H'g.

for Europe

14th Nov.

23th Nov.

RATES OF PASSAGE MONEY TO MARSEILLES.

A Class 1st Class £139/14/- B. Class 1st Class £120/6/-

Steamers 2nd Class £101/12/- Steamers 2nd Class £86/10/-

Railway Tickets issued for Leading Towns of Europe.

LIGNE COMMERCIALES (Cargo Boats)

Sailing for Havre, D'kirk & A'werp

Sailings and dates subject to alteration without notice.

For further particulars apply to:

Messageries Maritimes Co.

Telephone Central 740.

Consignment. Transit. Representation.

3 Queen's Building.

Representation.

Representation.

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## CONSIGNEES.

## NOTICE TO CONSIGNEES.

The Steamship

"DIANA DOLLAR"

having arrived from New York

via ports on November 2nd.

consignees are hereby notified

that their cargo is being landed

at their risk into the hazardous

Godowns of Holt's Wharf, and

stored at consignees' risk.

All broken, chafed and damaged

cargo is to be left in the Godowns

until Tuesday, October 7th. at

2.30 p.m. when they will be



Shipping to Europe, Australia, and other Ports.

**P. & O.-BRITISH INDIA, APCAR  
AND  
EASTERN & AUSTRALIAN LINES.**

(COMPANIES INCORPORATED IN ENGLAND)

TRAFFIC: BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,  
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA,  
INCLUDING NEW ZEALAND & QUEENSLAND PORTS.  
RED SEA, SUEZ, PANAMA, ETC.**PENINSULAR & ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS**  
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hong- kong (about)	Destination
DONGOLA	8,000	8 Nov. 11 a.m.	M'ses, London & Antwerp
NANKIN	7,000	22nd Nov.	M'ses, London & Antwerp
SOUFAN	6,700	22nd Nov.	S'pore, P'ang, C'ho & B'bay
KARMALA	9,000	5th Dec.	B'bay, M'ses, L'don, A'werp
KASHGAR	9,000	27th Dec.	M'ses, London & Antwerp

**BRITISH INDIA-APCAR SAILINGS (South)**

S.S. APCAR	4,649	14th Nov.	S'pore, Penang & Calcutta.
TAKADA	7,000	23rd Nov.	S'pore, Penang & Calcutta.

**EASTERN & AUSTRALIAN SAILINGS (South)**

EASTERN	14,000	29th Nov.	Manila, Thursday Island, T'ville, B'bay, Sydney & Melbourne.
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For further information apply to: **NIPPON YUSEN KAISHA.**  
Tel. Central Nos. 292 & 293. K. H. KAMEI, Manager.

**SAILINGS TO SHANGHAI & JAPAN.**

TAKADA	7,000	5 Nov. 11 a.m.	Amoy, Kobe & Moji.
KARMALA	8,933	5 Nov. 10 a.m.	S'hai, Moji, Kobe, Y'hama.
EASTERN	4,000	5 Nov. 10 a.m.	Moji, Kobe & Yokohama.
SOUFAN	6,700	9th Nov.	Shanghai

All dates are approximate and subject to alteration without notice.  
Wireless on all steamers.  
Passenger Messing out more than 100 ft. x 2 ft. x 1 ft. will be received at  
the Company's Office up to 10 p.m. on the day previous to sailing.  
For Passage Rates, Handbooks, Freight etc. apply to:  
**MACKINNON, MACKENZIE & CO.**  
22, Des Voeux Road, Central.

**GLEN AND SHIRE.**

JOINT SERVICE OF STEAMERS.

O.K. STRAITS, CHINA &amp; JAPAN Service

OUTWARDS.

Vessel.	Due Hongkong.
S.S. GLENIFFER	25th November.
S.S. CARNARVONSHIRE	25th November.
S.S. GLENBEG	13th December.

HOMEWARDS.

Vessel.	Leaves Hongkong.	Discharges.
S.S. GLENAPP	5th Nov. L'Don, A'werp, R'dam & H'burg.	
S.S. GLENGARRY	27 Nov. GENOA, L'DON, A'werp, R'dam & H'burg.	

Movements are subject to change without notice.  
For freight or further particulars please apply to:-  
**JARDINE, MATHESON & CO., LTD.**  
AGENTS **THE GLEN LINE, LTD.**  
Telephone Central No. 215, 405-423 and 3696

**JAVA-CHINA-JAPAN LIJN**REGULAR FORTNIGHTLY  
SERVICE BETWEEN

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjilatjap	N. China	9th Nov.	5th Nov.	Batavia, Batavia.
Tjimanok	N. China	13th Nov.	11th Nov.	Batavia.
Tjibodas	Japan	13th Nov.	14th Nov.	Makassar, S'hai

The steamers are all fitted throughout with electric light and  
have accommodation for a limited number of saloon-passengers.  
All steamers carry a duly qualified surgeon. Cargo taken at  
through rates to all ports in Netherlands-India and Australia.  
For Freight and Passage apply to the

Java-China-Japan Lijn.  
Telephone Central No. 1574. York Buildings.

**PACIFIC MAIL STEAMSHIP CO.**OFFERS  
SPECIAL THROUGH  
FIRST CLASS RATES  
HONGKONG TO EUROPE  
via SAN FRANCISCO and NEW YORKU.S.G. \$620.50  
which includesMINIMUM BERTH TO SAN FRANCISCO  
FIRST CLASS RAIL ACCOMMODATIONS  
SAN FRANCISCO TO NEW YORK

WITH STOPOVER PRIVILEGES, BERTH AND ACCOM-  
MODATIONS ON ANY ATLANTIC OCEAN STEAMER  
VALUED AT U.S.G. \$205.00  
BUT DOES NOT INCLUDE BERTH AND MEALS ACROSS  
AMERICAN CONTINENT.

FOR FULL INFORMATION see

**PACIFIC MAIL STEAMSHIP CO.**

Managing Agents.

**UNITED STATES SHIPPING BOARD.**

UNION BUILDING, HONGKONG

Cable Address "SOLANO" Canton Agents, REISS &amp; CO.

Shipping to Europe, Australia, and other Ports.

**N. Y. K.**

SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE &amp; VANCOUVER via S'hai &amp; Japan ports.

Through Bills of Lading issued to all Overseas Common Points in U.S.A. &amp; Canada.

KAGA MARU ... Friday, 10th Nov. at 11 a.m.

IYO MARU ... Sunday, 3rd Dec. at 11 a.m.

MARSEILLES, LONDON &amp; ANTWERP via Singapore, etc.

FUSHIMI MARU ... Wednesday, 8th Nov. at 11 a.m.

MISHIMA MARU ... Wednesday, 22nd Nov. at 11 a.m.

TAMBURO via LONDON, ROTTERDAM.

DAKAR MARU ... Saturday, 11th November.

LIVERPOOL via MARSEILLES.

TAMBA MARU ... Thursday, 9th November.

SYDNEY &amp; MELBOURNE via Manila, etc.

AKI MARU ... Tuesday, 14th Nov. at 11 a.m.

TANGO MARU ... Tuesday, 19th Dec. at 11 a.m.

NEW YORK VIA PANAMA.

TOTTORI MARU ... Wednesday, 22nd November.

RIO DE JANEIRO, SANTOS &amp; BUENOS AIRES via Cape.

KAWACHI MARU ... Wednesday, 29th Nov.

TOMRAY via Singapore, Penang &amp; Colombo.

MOJI MARU ... Friday, 10th November.

CALCUTTA via Singapore, Penang &amp; Rangoon.

ARITA MARU ... Saturday, 11th November.

YAGASAKI, KOBE &amp; YOKOHAMA.

TANGO MARU ... Friday, 17th Nov. at 11 a.m.

SHANGHAI, KOBE &amp; YOKOHAMA.

TSURUGA MARU ... (Calling Moji) Friday, 3rd Nov.

KAMAKURA MARU ... (Kobe direct) Tuesday, 7th Nov.

For further information apply to: **NIPPON YUSEN KAISHA.**  
Tel. Central Nos. 292 & 293. K. H. KAMEI, Manager.**DODWELL & CO., LTD.**

REGULAR SAILINGS TO NEW YORK &amp; BOSTON

FOR NEW YORK &amp; BOSTON.

S.S. "KENDAL CASTLE" ... Sailing on or about 22nd Nov.

S.S. "WRAY CASTLE" ... Sailing on or about 20th Dec.

**LLOYD TRIESTINO.**Taking cargo on through Bills of Lading for Levant, Black  
Sea and Danube Ports.FIUME having been re-opened for traffic, cargo is also  
accepted for this port on through Bills of Lading.

FOR SHANGHAI.

S.S. "VENEZIA" ... Sailing on or about 8th November.

S.S. "NIPPON" ... Sailing on or about 1st December.

FOR BRINDISI, VENICE &amp; TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "VENEZIA" ... Sailing on or about 25th November.

S.S. "NIPPON" ... Sailing second half of December.

Passengers' Luggage can be insured at the office of the Agents.

**NATAL LINE OF STEAMERS**

Regular Passenger and Cargo Service.

FROM CALCUTTA TO SOUTH AFRICAN PORTS.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:-

**DODWELL & CO., LTD.**

Telephone Central 1030. Agents.

**AUSTRALIAN ORIENTAL LINE.**

HONGKONG TO PHILIPPINES &amp; AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
TAIWAN	29th Nov.	4th Dec.
CHANGSHA	15th Dec.	20th Dec.

This steamer is fitted with Refrigerating machinery, ensuring  
a plentiful supply of ice, fresh provisions etc. and has superior  
accommodation with Electric Light throughout and Electric Fans in  
the State-rooms. A duly qualified Doctor is carried. Reduced Fares.  
Cargo booked through to all Australian, New Zealand and Tas-  
manian ports.

For Freight and Passage apply to

**Butterfield & Swire.**

(JOHN SWIRE &amp; SONS, LTD.)

Telephone Central No. 35.

**"ELLERMAN" LINE.**

(Ellerman &amp; Bucknall S.S. Co., Ltd.)

UNITED KINGDOM &amp; CONTINENT SERVICE.

OUTWARDS.

"City of Paris" ... 10th Nov. ... S'hai, Kobe &amp; Yokohama.

HOMEWARDS.

"City of Tokio" ... 13th Nov. ... Havre, L'don, R'dam &amp; H'burg.

PASSENGER SERVICE.

"City of Paris" ... 23rd Dec. ... Marseilles &amp; London.

"City of York" ... Beg. Feb. ...

"City of Simla" ... Mid. March. ...

"City of Poona" ... Mid. April. ...

Subject to change without notice.

For further particulars apply to

**REISS & CO.**

CANTON.

**THE BANK LINE, LTD.**

(Tel. Central 80).

COASTAL SHIPPING.

**INDO CHINA STEAM  
NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

Destination: Steamer: Sailing:

TTAO via S'hai &amp; S'hai Tingsang Sun. 5th Nov. at 8 a.m.

BANGKOK via Swatow Chidat Mon. 6th Nov. at 10 a.m.

TTAO via S'hai &amp; S'hai Hopsang Wed. 8th Nov. at 3 p.m.

TTAO via S'hai &amp; S'hai Talsang Thurs. 9th Nov. at 10 a.m.

STRAITS &amp; Calcutta via Hongsang Thurs. 9th Nov. at 3 p.m.

HAIPHONG via Hoihow Mingsang Fri. 10th Nov. at 10 a.m.

SANDAKAN via Mausang Fri. 10th Nov. at noon.

MANILA via Loongsang Fri. 10th Nov. at 3 p.m.

BANGKOK via Swatow Kwaitsang Tues. 14th Nov. at noon.

STRAITS &amp; Calcutta via Fooksang Tues. 14th Nov. at 3 p.m.

BANGKOK via Hoihow Chumsang Wed. 15th Nov. at 11 a.m.

CALCUTTA LINE.—This Line now affords regular sailings to

Calcutta, Penang and Singapore; Returning from Calcutta

steamers proceed via Straits and Hongkong to Japan

occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted

with Electric Light &amp; Fans and carry a fully qualified Surgeon.

SHANGHAI LINE: Sailings approximately every three days between

Canton and Shanghai, sometimes calling at Swatow. Through

tickets can be obtained and through Bills of Lading are issued

all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by

vessels with good passenger accommodation, sailings from

both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passenger-

and cargo, calling at Hoihow when inducement offers.

HORNED LINE.—Fortnightly sailings to and from Sandakan by

two 5,000 ton steamers s.s. "HINSANG" &amp; "MAUSANG"

both steamers having excellent passenger accommodation.

Cargo taken on through Bills of Lading for Kudat, Jesselton,

Labuan, Tawao and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to Nov.

between H'kong &amp; Tientsin calling at Weihaiwei &amp; Chefoo.

BANGKOK LINE.—A weekly service is provided between Hong-

kong and Bangkok, via Swatow, by five steamers fitted with

up-to-date passenger accommodation.

**CALCUTTA LINE.**

S.S. "Hongsang" will be despatched on or about Thursday.

9th Nov. at 3 p.m. for SINGAPORE, PENANG &amp; CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT

SWETTENHAM &amp; MADRAS &amp; DUTCH EAST INDIES.

For Freight or Passage apply to:-

**JARDINE, MATHESON & CO., LTD.**

Telephone Central No. 215. General Managers.

**C. N. C.**

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Chefoo: Steamers: To Sail:

W'WEL, CHEFOO &amp; T'SIN Luchow 5th Nov. at d'light.

SHANGHAI ... Chinqua 5th Nov. at d'light.

SWATOW &amp; SHANGHAI ... Tientsin 6th Nov. at d'light.

SHANGHAI ... Chengtu 6th Nov. at d'light.

SHANGHAI &amp; TSINGTAO ... Liangchow 7th Nov. at d'light.

SHANGHAI ... Ninpo 7th Nov. at d'light.

NEWCHWANG ... Kinkiang 7th Nov. at d'light.

BANGKOK ... Chenan 8th Nov. at 4 p.m.

NEWCHWANG ... Paoting 8th Nov. at 4 p.m.

AMOY &amp; SHANGHAI ... Soochow 9th Nov. at d'light.

H'HOW, PHOI H'PHONG ... Kaifong 10th Nov. at d'light.

SHANGHAI &amp; TSINGTAO ... Szechuen 11th Nov. at d'light.

SHANGHAI ... Chekiang 11th Nov. at d'light.

NEWCHWANG ... Ch'hi 12th Nov. at d'light.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO.

Excellent Saloon accommodation amidships. Electric

Fans in Saloon and State-rooms. Regular schedule service

between Canton, Hongkong and Shanghai (twice weekly) and

Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze

and Northern China Ports. Passengers are landed in Shanghai,

avoiding the inconvenience of transshipment at Wooming.

BANGKOK LINE.—Weekly service to and from B'kok via S'hai.

For Freight or Passage apply to:

**BUTTERFIELD & SWIRE.**

(John Swire &amp; Sons, Ltd.)

AGENTS.

Telephone Central No. 35.

Cargo and baggage can be insured at the above office.

Douglas Steamship Co., Ltd.

HONGKONG &amp; SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having

good accommodation for First Class Passengers. Electric Light and

Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Poochow and Returns.

(Occupying 9 to 10 days.)

Steamships. Captain. Leaving:

Haifong ... W. S. Turnbull ... TUES. 7th Nov. at noon.

Haifong ... W. S. Turnbull ... FRI. 10th Nov. at 1 p.m.

Haifong ... J. S. Thomson ... TUES. 14th Nov. at 1 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to:

**Douglas Lapraik & Co.,**

General Managers.

S.S. MACASSAR MARU Sailing on or about 13th Nov.

For Batavia, Samarang &amp; Sourabaya.

For Moji, Kobe &amp; Yokohama.

S.S. SAMARANG MARU Sailing on or about 7th Nov.

For further particulars please apply to:-

Tel. Central No. 2206.

Second Floor, Prince's Building.

**T. WATANABE,**

Manager.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ADMIRAL ORIENTAL

LINE, INC.

The Steamship

"EDMORE."

having arrived from Seattle,

Wash., via ports, on

October, 30th, consignees

are hereby notified that their

cargo is being landed at their risk

into the Hazardous and or Extra-

Hazardous Godowns of The

Hongkong &amp; Kowloon Wharf

&amp; Godown Co. at Kowloon and

stored at consignees' risk.

Consignees of cargo must pro-

duce an Import permit signed by

the Superintendent of Imports

and Exports, Hongkong, before

Bills of Lading will be counter-

signed.

All broken, chafed and damaged

cargo is to be left in the Go-



